



Friday
19th February, 1954

PARLIAMENTARY DEBATES

HOUSE OF THE PEOPLE

OFFICIAL REPORT

(Part I- Questions and Answers)

VOLUME I, 1954

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1954

**PARLIAMENT SECRETARIAT
NEW DELHI**

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THE
PARLIAMENTARY DEBATES
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HOUSE OF THE PEOPLE

Friday, 19th February, 1954

146

The House met at Two of the Clock

[MR. SPEAKER in the Chair.]

ORAL ANSWERS TO QUESTIONS.

DIPLOMATIC ENCLAVE, DELHI

*134. **Shri M. L. Dwivedi:** (a) Will the Minister of Works, Housing and Supply be pleased to state the up-to-date progress made in building up Chanakypuri formerly called "Diplomatic Enclave"?

(b) How many buildings are being built by Government in the colony?

(c) By what time are the main construction works in hand by the Government or those to be undertaken by foreign nations, likely to be completed for residential and other purposes?

The Minister of Works, Housing and Supply (Sardar Swaran Singh): (a) and (b). A statement showing the progress is laid on the Table of the House. [See Appendix I. annexure No. 28.]

(c) Two to three years.

श्री एम० एल० द्विवेदी : मैं यह जानना चाहता हूँ कि सरकार ने इस कालोनी के बसाने के लिये कितना रुपया इयरमार्क किया है और उस में से अब तक कितना रुपया खर्च हो चुका है ?

700 P.S.D.

सरदार स्वर्ण सिंह : १२५.२६ लाख का प्राविजन था, उस रकम में से कितना खर्च हो चुका है, उस के आंकड़े मेरे पास नहीं हैं ।

श्री एम० एल० द्विवेदी : मैं यह जानना चाहता हूँ कि कौन २ से ेशों ने इस कालोनी में बूतावास बनाने के लिये स्थान लिये हैं और किन किन लोगों ने काम शुरू कर दिया है ?

सरदार स्वर्ण सिंह : जापान, आस्ट्रेलिया, थाईलैंड, यू० के०, बर्मा, इंडोनीशिया, सीलोन, पुर्चगाल, बेटिकन, पाकिस्तान और बेलजियम, इन में से चार देशों ने अपना काम शुरु कर दिया है ।

सरदार ए० एस० सहगल : वह कौन कौन से देश हैं ?

सरदार स्वर्ण सिंह : यह तफ़्सील की बात है ।

श्री एस० एन० दास : चाणक्यपुरी जो नाम रक्खा गया है, यह नाम कब रक्खा गया और क्या इसका नाम पहले कृष्णपुरी था ?

सरदार स्वर्ण सिंह : इसका नाम पहले कृष्णपुरी नहीं था, चाणक्यपुरी नाम रक्ख हुए कोई चार महीने का अर्सा हुआ ।

FERTILIZERS

*135. **Shri Bansal:** Will the Minister of Production be pleased to state:

(a) whether any new arrangements have been made with effect from 1st

January, 1954 for the distribution of fertilizers from Sindri; and

(b) if so, what are they?

The Parliamentary Secretary to the Minister of Production (Shri R. G. Dubey): (a) and (b). No. The old arrangement of distributing the fertilizers through the Central Fertilizer Pool and the respective State Governments is being continued, taking steps at the same time to improve the arrangements and reduce the incidental charges to the extent possible.

Shri Bansal: Are Government aware that under the old arrangement cultivators are not able to get their supplies of fertilizers?

Shri R. G. Dubey: Generally, they are getting supplies but there was recently a conference of the representatives of the States. All these matters were discussed there, and now Government have taken steps to improve the distribution.

Shri Bansal: What is the margin of profit per ton charged by the State Governments while distributing the fertilizers to the cultivators?

Shri R. G. Dubey: I could not give the margin, but I can say that previously the railway freight and incidental charges were high and therefore the cultivators got the fertilizers at such a high price. Recently it has been decided that we should charge only Rs. 35 as the railway freight uniformly all over India and the incidental charges should not exceed Rs. 30. It is expected that this will bring down the cost and bring the fertilizers within reasonable purchasing limit.

The Minister of Production (Shri K. C. Reddy): May I add that there was no attempt on the part of State Governments to make any profit out of these fertilizers. There was a complaint that the incidental charges were on the high side and both the Central and State Governments are looking into the matter with a view to reduce the incidental charges.

Shri Bansal: If some other arrangements could be made in the place of the State Governments handling the distribution, may I know whether the incidental charges could be drastically reduced?

Shri K. C. Reddy: Yes. That aspect also has been looked into, and it is the desire of Sindri Fertilizers Ltd. to take over the distribution arrangements some time later. There are some difficulties in effecting the change-over, and the whole matter is under the constant consideration of Government. In this year, at any rate, we propose to continue the existing arrangements.

Shri Jhunjhunwala: Do the State Governments appoint any selling agents for selling the fertilizers to the cultivators?

Shri R. G. Dubey: There are no selling agents.

AMENITIES TO GOVERNMENT SERVANTS

*136. Th. Lakshman Singh Charak:

(a) Will the Minister of Works, Housing and Supply be pleased to state whether Government propose to extend similar facilities in other localities to Government servants for their recreation as has been done in the Vinay Nagar locality?

(b) If so, what are the localities under consideration for this purpose?

(c) Have Government received any representation from other localities for making the same arrangement for their recreation?

The Minister of Works, Housing and Supply (Sardar Swaran Singh):

(a) and (b). Facilities for recreation already exist in some areas. Where they do not, the requirements of residents of such localities are considered with a view to provide reasonable facilities warranted by each case.

(c) Yes, Sir.

Th. Lakshman Singh Charak: What is the amount spent on Vinay Nagar?

Sardar Swaran Singh: Rs. 20,000.

Th. Lakshman Singh Charak: Do Government propose to spend the same amount in each locality which has put in a representation?

Sardar Swaran Singh: It is difficult to make a firm commitment of that nature, but the requests will be scrutinised and reasonable facilities will be provided.

लंका में भारतीय

*१३७. **सेठ गोविन्द दास :** क्या प्रधान मंत्री यह बताने की कृपा करेंगे कि लंका में १९५३ में कितने भारतीयों ने लंका की नागरिकता के अधिकार प्राप्त किये ?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): 10,790.

सेठ गोविन्द दास : क्या सन् १९५४ में भी जो लोग वहां पर भारत के रहते हैं, वह सीलोन के नागरिक हो सकेंगे ?

Shri Anil K. Chanda: A large number of applications from people of Indian descent living in Ceylon had been received by the Government. A number of them have been disposed of. Some have been rejected, but a very large number of them yet remains to be disposed of.

सेठ गोविन्द दास : वह दस्तावेज जो अभी बाकी हैं, उन का फैसला कब तक हो जायेगा ?

Shri Anil K. Chanda: In the recent agreement signed between our Government and the Ceylon Government there is a stipulation that in the course of the next two years all these applications would be finally disposed of.

श्रीमती कमलेश्वरिणी शाह : जिन की एप्लीकेशन मंजूर नहीं हुई, उन का क्या होगा ?

Shri Anil K. Chanda: From our viewpoint they are not Indian nationals. They are still in Ceylon. Anyway, you may say they are state-less persons for the time being.

श्री अल्लू राय शास्त्री : उन की तादाद कितनी होगी ?

Mr. Speaker: Order, order. Shri B. S. Murthy.

Shri B. S. Murthy: May I know how many persons of Indian origin in Ceylon are likely to get citizenship in Ceylon as a result of the conference between the Prime Ministers of India and Ceylon?

Shri Anil K. Chanda: It is very difficult for me to say what would be the number.

Shri Raghuramalah: May I know whether the hon. Minister is aware of a message which is reported in yesterday's *Evening Express* that the Government of Ceylon are thinking of making special inducements to persons of Indian origin in order to make them register themselves as Indian nationals, and whether the Government will take steps to ensure that the spirit of the recent agreement is not in any way broken?

Shri Anil K. Chanda: Certainly we shall see to that.

NEPA MILLS

*138. **Sardar A. S. Saigal:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether the Experts Committee appointed to examine the Nepa Paper Project has submitted its report;

(b) what are the findings of the Committee; and

(c) whether a further loan of Rupees one crore has been given to the State Government for this Project under the Five Year Plan?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): (a) and (b). Yes, Sir, the Committee has submitted its report which is under examination.

(c) No, Sir.

Shri Muniswamy: May I know the total amount spent by the State Government as well as the Centre on these mills so far?

Shri T. T. Krishnamachari: The Centre has not spent any money so far. The capital of the mills is Rs. 140 lakhs and Rs. 260 lakhs or a little more than that has been spent by the State Government.

सरदार ए. एस. सहगल: यह क्या सब है कि स्टेट गवर्नमेंट ने पंचसाला योजना को अमल में लाने के लिये एक करोड़ रुपये की मांग की है ?

Shri T. T. Krishnamachari: The matter is now under consideration. Actually the State Government wants some help from the Government of India. What that help ought to be, what would be the quantum of the help will all depend upon the future shape of this particular industrial unit. As I said, we are considering the report and we propose to have a discussion with the State Government about the implications of that report shortly.

Sardar A. S. Salgal: Is it not a fact that the expert committee which was appointed has also recommended more grant to the Nepa mills?

Shri T. T. Krishnamachari: If I answer the question, I shall be prejudicing the discussion with the State Government, which is now of a semi-confidential nature.

Seth Govind Das: Is it not a fact that the State Government have written that at least a crore of rupees is required for starting the mills, and therefore that much money at least should be provided by the Central Government?

Shri T. T. Krishnamachari: From an examination of the question, it looks as though much more than a crore of rupees might be required.

PLEBISCITE IN PORTUGUESE POSSESSIONS

*139. **Shri H. N. Mukerjee:** Will the Prime Minister be pleased to state:

(a) whether it is a fact that the Portuguese authorities recently held a "plebiscite" in Portuguese possessions in India on the benefits of Portuguese rule;

(b) if so, in how many places; and

(c) the details of the plebiscite?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) to (c). According to information available to the Government of India, a questionnaire was issued to the people of Diu, Vanakbara and Goghola, at meetings called by the Governor of Diu. The people present were asked to give their name, address, caste, profession etc., and to give answers to two questions:

(i) Whether or not he/she was happy under the Portuguese regime, and

(ii) Whether his/her needs were catered for and whether he/she was made to feel comfortable.

It is understood that these forms were collected at the end of the meetings and were to be sent to the authorities in Goa.

Shri H. N. Mukerjee: What steps have Government in contemplation to counteract this kind of an indirect compulsion which is exercised on the people of the places concerned, by the Governor's circulating questionnaires with such leading questions, the answers to which, if given in the negative, are likely to lead to penalisation?

Shri Anil K. Chanda: It is their territory. I am afraid the Government of India cannot do anything, because it refers to internal matters in those territories.

Shri Joachim Alva: Are Government aware of the activities of the Portuguese Government in India for popularising their plebiscite idea through Anglo-Portuguese journals

in Bombay and also through Indo-Portuguese organisations in Bombay?

Shri Anil K. Chanda: I am not quite sure whether our attention has been drawn to it, but I shall certainly look into this matter.

Shri H. N. Mukerjee: Has Government's attention been drawn to a newspaper report that a Goan by the name of D'Silva, who protested against a farewell party to a Portuguese official was manhandled by the police?

Shri Anil K. Chanda: Yes, we have seen reports about it, and he is also reported to have died. Investigation is going on in the matter.

HANDLOOM INDUSTRY

*140. **Shri Muniswamy:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that Government have sanctioned a grant of Rupees 62,300/- recently for the development of handloom industry in Bihar;

(b) whether any such grant was also made to any other State recently; and

(c) whether it is a fact that a mobile van will be one of the provisions under this grant?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): (a) Yes, Sir.

(b) Grants have been sanctioned to other States as well.

(c) The grant referred to in part (a) includes the purchase of a mobile van.

Shri Muniswamy: May I know whether it is a fact that the Chief Minister of Andhra was assured by the hon. Minister that an additional allotment will be made specially to that State?

Shri T. T. Krishnamachari: The report in that form is not correct, but I did have a discussion with the Chief Minister of Andhra, and I did tell

him that if any schemes are put forward before the Government of India, the latter would consider these schemes favourably.

Shri Muniswamy: May I know whether Government will bear the full share-capital of the weavers, out of the cess allotment, in respect of the co-operative societies which are to be opened in the future?

Shri T. T. Krishnamachari: Government grant loans in order to enable weavers to become members of these co-operative societies.

Pandit Thakur Das Bhargava: May I know the total grant given to the other States?

Shri T. T. Krishnamachari: The total amount allotted so far as Bihar is concerned, is over Rs. 18 lakhs, and the grants that have been sanctioned to it until now is Rs. 12,76,260.

Shri S. C. Deb: May I know whether such grants have been given to Assam, and if so the amount so given, and the plan for utilising the same?

Shri T. T. Krishnamachari: If the hon. Member puts down a question, I shall certainly answer.

ILLICIT EMIGRATION TO CEYLON

*141. **Shri S. N. Das:** Will the Prime Minister be pleased to state:

(a) the total number of persons found attempting to emigrate to Ceylon in contravention of the law in the year 1953;

(b) what is the number of persons who were prosecuted and the number convicted and punished; and

(c) whether there has been a decrease in attempts of this nature as compared with the last year?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) 1,340.

(b) All these persons were prosecuted, and they were in most cases, convicted.

(c) Yes.

Shri S. N. Das: May I know the number of persons of Indian origin who were found by the Ceylon Government to be illicit immigrants, and in respect of whom the High Commissioner in Ceylon was requested to arrange for deportation?

Shri Anil K. Chanda: Does the Member want the number of such cases?

Shri S. N. Das: Yes.

Shri Anil K. Chanda: I am afraid I require notice for it.

Shri S. N. Das: May I know whether, after the agreement recently made, and as a result of it, steps have been taken for suppressing illicit immigration?

Shri Anil K. Chanda: As a matter of fact, both the Governments are doing their best to stop illicit immigration, and recently, as late as the end of November, 1953, the Prime Minister of Ceylon mentioned in a public speech that illicit immigration was decreasing and admitted with gratefulness the help given by our Government in stopping such immigration into Ceylon.

Shri T. S. A. Chettiar: What are the reasons, then, for this increased number of immigrations?

Shri Anil K. Chanda: There has been a decrease.

Shri Vallatharas: May I know whether the Government can give the reasons for this immigration—what the inducement for this illicit immigration is—into Ceylon?

Shri Anil K. Chanda: It has been a long-established practice, if I may say so; for people from the southern tip of Madras to go to Ceylon, because there is great demand there for efficient labour of the Indian people.

NORTH EAST FRONTIER AGENCY

*142. **Shri B. C. Das:** Will the Prime Minister be pleased to state:

(a) whether it is a fact that Government is contemplating research

among the tribal people of the North East Frontier Agency;

(b) whether it is also a fact that they have invited Dr. Verriner Elwin to take up the work; and

(c) if so, the scope of this research and purpose?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) to (c) . Dr. Verrier Elwin has been appointed Anthropological Consultant to the North-East Frontier Agency Administration to advise the Administration on tribal matters. No specific field of research has been assigned to him but he will no doubt make such social and anthropological studies as are necessary to assist him in his work.

Shri B. C. Das: May I know what emoluments will be given to Dr. Elwin and what other facilities are offered to him?

Shri Anil K. Chanda: He is appointed for a period of three years and he joined his duty on the 1st January, 1954. His honorarium is Rs. 1,500 a month.

Shri B. C. Das: Will Indian research scholars be attached to him?

Shri Anil K. Chanda: As it is, we have already some scholars of the Anthropological Department working in these areas. Naturally, as and when needed, we will supply him with Indian scholars for assistance.

Shri U. C. Patnaik: Are Government aware of Dr. Elwin's views expressed in pamphlets published through the Oxford University Press that tribal people should be segregated from the normal plainsmen because they should not be contaminated with the views of the plainsmen in any part of India?

Shri Anil K. Chanda: The books of Dr. Elwin are pretty well known, and I am sure the Government are aware of his views in the matter.

Shri U. C. Patnaik: Do Government approve of his views that plainsmen and tribesmen should be segregated so as to avoid tribesmen being contaminated by the advanced views of the plainsmen?

Shri Anil K. Chanda: It is not a question of approving or disapproving. We seek his technical advice on certain matters.

SULPHUR

***143. Shri Nanadas:** Will the Minister of Commerce and Industry be pleased to state:

(a) the yearly production of Sulphur in India for the years 1952-53 and 1953-54;

(b) the consumption in India in the year 1953; and

(c) the quantity of sulphur imported during the year 1953-54?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari):

(a) There is no production of Sulphur in India.

(b) About 50,000 tons are expected to be consumed during the year 1953-54.

(c) 36,457 tons from April to December, 1953.

Shri Nanadas: Arising out of answer to part (a), may I know whether there is no possibility in our country of producing any sulphur at all?

Shri T. T. Krishnamachari: Sir, there are no deposits of elemental sulphur in India.

Shri Joachim Alva: Have the Government done everything to discover and exploit all the sources of sulphur which is such an important commodity, in view of the fact that sulphur which is obtainable in Baluchistan has been deprived to us after partition and that sulphur was found in my constituency of Kanara, i.e. in North Kanara?

Shri T. T. Krishnamachari: Sir, according to the information that is

at our disposal, there are no deposits of elemental sulphur in India.

Shri Jhulan Sinha: May I know if it is a fact that a source of supply of sulphur has been discovered in the Shahabad District in Bihar, and if any steps are being taken to work out the mine there?

Shri T. T. Krishnamachari: I take the information from the hon. Member.

FERRO-SILICON

***144. Shrimati Renu Chakravartty:** Will the Minister of Commerce and Industry be pleased to state:

(a) the quantity of ferro-silicon produced in the country in 1953 and the quantity imported into the country during the same period; and

(b) how does the cost of its production compare with the landed cost of imported ferro-silicon?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari):

(a) Local production was 3,981 tons. There were no imports in 1953.

(b) As there have been no imports in 1953, a strict comparison of present costs is not possible.

VILLAGE INDUSTRIES

***145. Shri Dabhi:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that the Research Committee of the All-India Khadi and Village Industries Board has in its report, formulated a plan for a well-equipped modern industrial research institute for utilizing and adopting current technology to village industries; and

(b) if so, the main recommendations and suggestions made by the Research Committee in the report?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari):

(a) The Research section of this Board has drawn up such a plan.

(b) The information is laid on the Table of the House. [See Appendix I, annexure No. 29.]

Shri Dabhi: May I know, Sir, whether Government have accepted or are going to accept the Research Committee's plan for the setting up of a Research Institute?

Shri T. T. Krishnamachari: Government have not come to any decision on this matter.

Shri Dabhi: May I know the approximate time within which the Government are likely to come to a decision on that matter?

Shri T. T. Krishnamachari: One part of that scheme that has been suggested by the Research section of the Board is now before the Finance Ministry. It is very difficult for me to say when a decision will be taken on that proposal before the Finance Ministry.

Shri Dabhi: May I know whether Government experience any difficulty in accepting the recommendations of the expert body?

Shri T. T. Krishnamachari: Obviously, the matter of finance has to be scrutinised. Probably there are difficulties. I cannot say as to what the categories of difficulties are. There must be some difficulties for Government to come to a decision because there has been some delay in the matter. Perhaps we may be able to come to a decision very soon.

Shri S. N. Das: What is the estimated expenditure on this account?

Shri T. T. Krishnamachari: The present scheme for 1953-54 is for about Rs. 25,000. For 1954-55, it is Rs. 3,95,400, and they have schemes running into various years upto 1956-57 which in the aggregate, if accepted, would mean about Rs. 79 lakhs and odd.

Shri Muniswamy: May I know whether it is under consideration of Government to open some training centres for training students in village industries?

Shri T. T. Krishnamachari: There are some proposals. I cannot say definitely what those proposals are because I do not carry them in my mind. I think the All-India Khadi and Village Industries Organisation have put up some proposals, and I think some proposals have also been accepted.

INDIANS IN AFRICA

***146. Dr. Ram Subhag Singh:** Will the Prime Minister be pleased to state:

(a) whether it is a fact that Indians in the three Central African Federated States of Southern and Northern Rhodesia and Nyasaland do not enjoy equal rights with the other citizens of those States;

(b) if not, in what way they are treated differently; and

(c) whether Government have any information that the Governments of those States are contemplating to restrict Indian immigration?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) and (b). Indians do not enjoy equal rights with other citizens, particularly in Southern Rhodesia where they are subjected to several disabilities. For example, they are not admitted to the armed forces of the country, they are not eligible for appointment to the 'fixed' establishment of the Civil Services, and they have to obtain special permits to purchase, possess and sell fire-arms.

(c) No official announcement of such a step has been made, but recent press reports indicate that the Immigration Regulations of the newly established Federation of Rhodesia and Nyasaland may be made use of to restrict the immigration of Indians.

Dr. Ram Subhag Singh: May I know the present position of Indian immigration in the Federated States?

Shri Anil K. Chanda: Well, the Federation has come into being officially only recently and there are enough indications that Indians would

not be permitted to go in there. I will just quote three sentences from the speeches of three of the most important leaders of that country.

"The Federal Party's policy regarding Indians was to treat all those 'now living in the Federated Territories fairly and squarely as Federal subjects but not to admit any more'".

Then Mr. Dendy Young, leader of the Confederate Party, the other big party in the Federation, said:

"If the Confederate party came to power, it would bar Indians from coming into the country".

Then the Minister Sir Roy Welensky, of the Federal Government said:

"The immigration policy is already being applied. It is a policy of selective immigration—we want only those immigrants who will be of economic value to the territory".

Dr. Ram Subhag Singh: The Minister just now said that it is a policy of selective immigration. May I know on what basis the selection is made for allowing Indians to enter that State?

Shri Anil K. Chanda: Well, Sir, under sub-sections (1) and (2) of Section 2 of the Southern Rhodesia Immigrants Regulation Ordinance No. 7 of 1914, as amended, it is provided that—

(i) any person or class of persons declared by the Governor on economic grounds, or on account of standards of habit of life, to be undesirable inhabitants; and

(ii) any person who is unable by reason of deficient education, to read and write any European language to the satisfaction of an immigration officer,

would be a prohibited immigrant. These are the methods which are employed.

Dr. Ram Subhag Singh: May I know whether Indians are allowed

to participate in the elections to Parliament or other local bodies?

Shri Anil K. Chanda: In Nyasaland there is already an Indian member of the Nyasaland Council. But, I am not in a position to say straightaway whether in the Federation Indians have full franchise.

Shri Kasliwal: Has the attention of the Minister been drawn to the statement of M. Reynaud, a Minister of France, reported in the papers, to the effect that India was trying to keep Central Africa a close preserve for the emigration of her population? If so, what has the Minister to say about it?

Shri Anil K. Chanda: We have seen several such statements, not merely by the French Minister but by many other Ministers.

Shri Sarangadhar Das: May I know if the Indians resident in Nyasaland, which is a part of the Federation, had been dis-franchised lately?

Shri Anil K. Chanda: I am not quite sure but I would look into the matter.

DIESEL ENGINES

*147. **Shri S. C. Samanta:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether any Indian concern is trying to manufacture Diesel Engines of high-speed;

(b) if so, the name of that firm;

(c) the names of firms that are at present producing some components and assembling Perkins high-speed diesel engines in their workshops; and

(d) what steps have been taken to manufacture all the parts in India?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): (a) and (b). Yes Sir, Messrs Kirloskar Oil Engines Ltd., Kirkee, Poona, and Messrs Hindustan Motor Corporation Ltd., Calcutta, are manufacturing diesel engines of high speed with

1,000 revolutions per minute and above.

(c) Messrs Simpson and Company Ltd., Madras, the only firm who are at present assembling Perkins Diesel Engines, have been accorded permission to progressively manufacture vehicular type Perkins P-6 Diesel Engines.

(d) In the present state of the industry in the country, it is not possible to manufacture all component parts indigenously as some of the parts are of a specialised nature. It will take the Indian firms a few years more before they can undertake manufacture of these specialised parts.

Shri S. C. Samanta: May I know the approximate number of diesel engines we are still importing?

Shri T. T. Krishnamachari: I am afraid, Sir, I have to ask for notice. But, I can mention this; we are not allowing imports of engines up to 25 h.p. We are only allowing import of engines above 25 h.p. which gives an effective coverage for local manufacture.

Shri S. C. Samanta: May I know whether Government have any intention to ban the import of full-fledged engines from other countries and encourage the import of component parts only so that they will be assembled here?

Shri T. T. Krishnamachari: That is the position. As I have already said, in regard to engines of 25 h.p. and below, we are not allowing the import of engines now. Certain component parts are allowed—not all component parts—because if all the component parts are allowed, the local industry will not flourish. It is only in the case of engines above 25 h.p. we are permitting imports, because there is no manufacture in the country.

Shri S. C. Samanta: May I know the names of the firms that are asking help for their factories?

Shri T. T. Krishnamachari: I do not know what kind of help the hon. Member has in mind. If he can state the type of help, then I would be able to mention the names of the firms. Normally, the type of help these manufacturers ask for is to ban all competitive articles from coming in. To some extent to the extent that it is possible for us to accommodate—we are accommodating them.

Shri S. C. Samanta: I wanted to know whether any help in the form of loan or grants has been asked for?

Shri T. T. Krishnamachari: There is no such application before Government.

ADVISERS TO PLANNING COMMISSION

***148. Shri N. M. Lingam:** Will the Minister of Planning be pleased to state:

(a) the number of advisers attached to the Planning Commission, their names, qualifications, salaries and allowances; and

(b) the terms of their appointment?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) and (b). A statement is laid on the Table of the House. [See Appendix I, annexure No. 30.]

INCANDESCENT LAMP INDUSTRY

***149. Shri K. P. Sinha:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that the indigenous incandescent lamp industry is facing great difficulty because of import of German and other foreign lamps;

(b) the number of lamps produced in the country;

(c) the annual demand of the country in this article; and

(d) the number of foreign-made lamps imported in the years 1950, 1951, 1952 and 1953?

The Minister of Commerce (Shri Karmarkar): (a) A few complaints were received from the indigenous manufacturers alleging that incandescent lamps below 400 C.P. were being imported under false stamp of above 400 C.P.

(b) to (d). A statement is laid on the Table of the House. [See Appendix I, annexure No. 31.]

Shri K. P. Sinha: May I know what steps have been taken to restrict the import of lamps from abroad?

Shri Karmarkar: Recently we have restricted further the import to a nominal of 5 per cent. for all types of hurricane lamps.

Shri K. P. Sinha: How are the prices of our lamps as compared with the imported lamps' prices?

Shri Karmarkar: Quite well.

Shri T. N. Singh: Was any action taken against the persons or parties who got such imports under false pretences?

Shri Karmarkar: The parties could not be found, obviously.

REHABILITATION LOANS

***150. Shri D. C. Sharma:** Will the Minister of Rehabilitation be pleased to state:

(a) whether Government have given any amount to the Punjab and PEPSU Governments respectively for granting rehabilitation loans to the displaced persons during the current financial year; and

(b) if so, the total amount given?

The Deputy Minister of Rehabilitation (Shri J. K. Bhonsle): (a) Yes.

(b) Punjab Rs. 4.30 lakhs. PEPSU Rs. 5.00 lakhs.

Shri D. C. Sharma: May I know, Sir, how this grant compares with the grant of last year?

Shri J. K. Bhonsle: Actually, in both Punjab and PEPSU, very large unspent balances were left over from last year. Out of the loan of Rs. 46.66 lakhs given in March last, Punjab had

Rs. 13 lakhs left over. Out of the urban loan of Rs. 50 lakhs, they had Rs. 15.67 lakhs left over and we allowed them to utilise it this year.

Shri D. C. Sharma: May I know, Sir, if these grants are made for any specific purposes or if these are made for general purposes?

Shri J. K. Bhonsle: For urban loans.

Mr. Speaker: What is the purpose?

The Minister of Rehabilitation (Shri A. P. Jain): Loans are always given for a specific purpose. It may be for housing purposes or it may be a business loan.

Shri D. C. Sharma: That is exactly what I want to know. For what purposes these loans are advanced? I have not been given an answer to this.

Mr. Speaker: The answer was given. It is for specific purposes such as for housing, business etc.

Shri D. C. Sharma: It is no use saying "for specific purposes such as for housing, business etc.".....

Shri A. P. Jain: Loans are always given for specific purposes, such as industrial loan, loan for building houses, and so on. This particular loan was for the purpose of business.

Shri D. C. Sharma: May I know, Sir, if any representation has been received from displaced persons in the Punjab, PEPSU and other States that the incidence of interest should be reduced and that the payment of these loans should be spread over a larger number of years than before?

Shri A. P. Jain: Generally representations are being received and decisions are taken on them.

चम्बल योजना

***१५१. श्री राधेलाल व्यास :** क्या सिन्धुई तथा बिद्युत मंत्री यह बताने की कृपा करेंगे कि :

(क) मध्य भारत में चम्बल बांध योजना के सम्बन्ध में निर्माण-कार्य कब आरम्भ हुआ था ; तथा

(ख) वर्ष १९५४-५५ में इस योजना के लिये केन्द्रीय सरकार द्वारा कितना धन दिये जाने का विचार है ?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) Preliminary works such as Office and residential buildings, roads, communications, purchase of machinery etc, relating to this project commenced in 1948-49. The work on the excavation for foundations of the Gandhi Sagar Dam (Madhya Bharat) was started in January, 1953.

(b) No decision has yet been reached as to the method of financing the project.

श्री राधेलाल व्यास : क्या मैं यह जान सकता हूँ कि इस योजना से कितने एकड़ भूमि पर सिंचाई होगी और कितनी बिजली का उत्पादन होगा ?

श्री हाथी : १२ लाख एकड़ जमीन की सिंचाई होगी और ६० हजार किलोवाट बिजली शुरू में पैदा होगी ।

श्री राधेलाल व्यास : क्या इस सम्बन्ध में नहर का सरवे हो चुका है ? उस पर कितना रुपया सर्पेसिफिक खर्च होगा ?

श्री हाथी : सरवे हो रहा है ।

श्री राधेलाल व्यास : क्या मैं जान सकत हूँ कि जो पानी सिंचाई के लिये उपलब्ध होने वाला है उस के बारे में मध्य भारत सरकार और राजस्थान सरकार के बीच कोई झगड़ा था और क्या उस का कोई नतीजा निकला ? यदि निकला तो क्या नतीजा निकला ?

श्री हाथी : झगड़ा तो नहीं था, थोड़ा मतभेद था, लेकिन समझौता हो गया है ।

श्री बलवन्त सिन्हा महता : क्या आप यह बतलाने की कृपा करेंगे कि इस के द्वारा जल विद्युत उत्पादन का कार्य भी साथ साथ

चलाया जायगा और हाँ तो कितने साल में वह पूरा होगा और इस का स्कोप कहां तक होगा ?

Shri Hathi: I have not followed him, Sir.

Mr. Speaker: Is it intended to have any hydro-electric scheme there? If so, in how many years?

Shri Hathi: In the first stage Gandhi Sagar Dam will produce hydro-electric power.

Shri Balwant Sinha Mehta: Will it be taken up simultaneously or after the irrigation part is over?

Shri Hathi: In fact, this is the first thing; it has been taken up already.

DISPLACED PERSONS' CLAIMS

***152. Shri Hem Raj:** Will the Minister of Rehabilitation be pleased to state:

(a) the number of claims and revisions lying undisposed under the Act 44 of 1950; and

(b) the probable time that will be taken for their disposal?

The Minister of Rehabilitation (Shri A. P. Jain): (a) About 12,000.

(b) About 4 months.

Shri Hem Raj: May I know, Sir, whether there are a number of claimants whose claim applications are not traceable in the Central Office, and if so, whether they will be eligible to file fresh claims?

Shri A. P. Jain: As a result of investigations, about the time when the last Act was expiring, it was found that about 1,200 claims were not traceable and duplicate claims have been received in place of those claims.

INSPECTORATE FOR INDIAN MISSIONS

***153. Shri K. C. Sodhia:** Will the Prime Minister be pleased to state:

(a) the present total strength of the Inspectorate for Indian Missions abroad;

(b) whether they audit the accounts of our Missions and Embassies; and

(c) whether their reports are sent to the Comptroller and Auditor-General?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) The Inspectorate is in the process of being established with two officers of the status of Joint Secretary each assisted by one Personal Assistant (Stenographer).

(b) The Inspectors will generally examine the working of the Missions including the proper maintenance of accounts but will not audit the accounts. The audit will be done, as at present, by the Audit Officers concerned.

(c) No, unless there is a question of principle on which his advice shall be taken.

Shri K. C. Sodhia: May I know when this work will begin?

Shri Anil K. Chanda: Very soon, Sir.

Shri T. N. Singh: In regard to any financial irregularities that these inspectors may come to discover, is it not one of their duties to forward them to the Auditor-General also?

Shri Anil K. Chanda: The audit, as I have said, will continue to be under the control of the Auditor-General.

PASSPORTS FOR PAKISTAN

***154. Shri Dhusiya:** Will the Prime Minister be pleased to state:

(a) the number of passports issued for Pakistan during 1953; and

(b) the number of persons among them who belong to U.P. (district-wise)?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) and (b). The information is being collected and a statement will be placed on the Table of the House.

श्री धूसिया : यू० पी० से गये हुए किस तारीख तक के व्यक्तियों की सूची सरकार के पास है ?

Mr. Speaker: Up to what date Government have got information about people who have gone from U.P.?

Shri Anil K. Chanda: I am afraid I cannot supply the information now.

Shrimati Renu Chakravartty: We read recently in the papers that greater facilities would be given for passports between India and Pakistan. What will those facilities be?

Shri Anil K. Chanda: So far as we are concerned, we have been very liberal in issuing passports and visas. I believe the hon. Member refers to the report of a speech made by the Prime Minister of Pakistan during one of his election tours in East Pakistan. It is for that Government to liberalise their policy. So far as we are concerned, we have been very liberal, as I said, both in the granting of passports and in granting of visas.

Shri C. Bhatt: May I know whether the Government has any knowledge or whether it is a fact that many a people come from Pakistan to India and go from India to Pakistan without passports?

Shri Anil K. Chanda: Well, Sir, illicit movement of people across the borders takes place everywhere in the world.

N.E.F.A. INCIDENT

***157. Shri Rishang Keishing:** Will the Prime Minister be pleased to state:

(a) the number of persons kept in hostage by the Tagins and the Dafias after the incident of 2nd October, 1953 in the North East Frontier Agency;

(b) how many of them were rescued by the army columns sent for the purpose and how many are still missing;

(c) the number of persons killed and wounded in the operation on both sides; and

(d) the political situation, and the administrative changes introduced there, after the above operation?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): On the basis of the reports so far received the information available is as follows:

(a) No. of persons kept hostages by Tagins.	114 persons ⁸
(b) Rescued	All the 114 persons (62 persons rescued and 52 persons escaped from tribal custody)
Still missing	Nil.
(c)	Killed Wounded.
Tribesmen	5 39
Government Forces	2 (accidentally drowned) 11

(d) The new administrative centres have been established at DINEKOLI and TALIAH each in the charge of an Assistant Political Officer. These officers have now indentified the main ring leaders of the incidents and the hoping to apprehend them shortly. According to the Political Officer's report the people were much impressed by the attitude of the Government and many of them admitted their foolishness in opposing the official party. The people were given salt and cloth which they badly needed and they have returned to their villages and promised co-operation with the Government.

Shri Rishang Keishing: May I know if Government have made any enquiry into the cause of the incident and if so, with what results?

Shri Anil K. Chanda: I am afraid we have not yet been able to come to final conclusions but it seems that this trouble brewed out of a mistaken idea about our administrative work there and it is because of this possibly they acted in this manner.

Shri Rishang Keishing: May I know, if Government have undertaken any constructive work in that area?

Shri Anil K. Chanda: Yes, Sir; we are building roads; we are giving medical help etc.

Shri Rishang Keishing: May I know, if any of the ring leaders had been arrested or not, and if so, whether they will be punished or not?

Shri Anil K. Chanda: I am afraid nobody has been arrested yet; but, as I said we have now information about the ring leaders; but they have mostly escaped and they will be apprehended soon.

Pandit D. N. Tiwary: May I know what steps are being taken to arrest those persons who were guilty of killing or wounding the hostages?

Shri Anil K. Chanda: We are taking every possible step.

Shri Bhagwat Jha Azad: May I know whether in these troubled areas there is any political organisation as such who are responsible for this killing, and all that?

Shri Anil K. Chanda: In this area surely there is not any political organisation but they have their tribal organisation.

Shri R. K. Chaudhuri: Arising out of the reply given in (d) may I know whether the administrative change which has been recently adopted is that the civil officers have been removed and military officers posted as Political Officers who are all non-Assamese, and Assamese officers have all been removed?

Shri Anil K. Chanda: How does this supplementary question arise out of this question?

Shri R. K. Chaudhuri: Let me put another question. Has there been no administrative change?...

Mr. Speaker: Order, order.

Shri R. K. Chaudhuri: I shall explain...

Mr. Speaker: No explanation is necessary.

Shri Anil K. Chanda: I submit this question does not arise out of this question.

Shri R. K. Chaudhuri: It does arise.

Mr. Speaker: I am not allowing any further question or further argument.

BABY CARS

***158. Shri Anirudha Sinha:** Will the Minister of Commerce and Industry be pleased to state:

(a) which are the Automobile manufacturing units which have been permitted to manufacture baby cars;

(b) whether any of them have commenced manufacturing baby cars; and

(c) if not, by what time they are likely to go into production?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari):

(a) to (c). Three schemes purporting to relate to the manufacture of Baby cars were submitted to Government. Those relating to the 'Morris Minor' and 'Standard 8' submitted by Messrs. Hindustan Motors Ltd. and M/s. Standard Motor Products of India Ltd. respectively were approved. The third scheme submitted by M/s. Premier Automobiles Ltd., for the manufacture of 'FIAT 1100', which related to a somewhat bigger model, has also since been approved. As the manufacture of baby cars is a new line altogether, the firms will have to start with assembly from components imported in a C.K.D. condition and progress thereafter towards manufacture of essential components. It is expected that the baby cars assembled by these firms will be available by the middle of this year

Shri Anirudha Sinha: Are the manufacturing units which have been given permission, indigenous concerns purely or foreign combines?

Shri T. T. Krishnamachari: Well, Sir, they are all companies registered in India.

Shri Anirudha Sinha: Only with indigenous capital?

Shri T. T. Krishnamachari: I cannot say definitely. I think they contain very largely Indian capital and are Indian-controlled.

Shri Feroze Gandhi: Have Government fixed a ceiling price for each category of these cars?

Shri T. T. Krishnamachari: Sir, the baby has to be named only when it is born. The car has not yet been assembled. We will think of fixing a price after it is assembled.

Shri Feroze Gandhi: Since the Minister is going to wait till the baby is born, does he know that since the schemes have been sanctioned, every single 'baby' has disappeared from the market?

An Hon. Member: They can produce more!

IRRIGATION AND POWER SCHEMES

***159. Shri L. N. Mishra:** Will the Minister of Irrigation and Power be pleased to state:

(a) the amount spent so far out of the Rs. 16 crores earmarked for the States irrigation and power schemes;

(b) whether any of the States have completed their work in this respect; and

(c) the acreage of land expected to be irrigated, with the help of the projects completed under this scheme?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) No such amount was earmarked in the Plan. The amount of Rs. 16 crores represents the difference in the provision for State irrigation and power schemes which was made in the draft Plan and the provision made for these in the final Plan. The increase was due partly to revised estimates for certain schemes to the inclusion of certain additional schemes in the Plan.

(b) and (c). Do not arise.

Shri L. N. Mishra: The hon. Minister has replied that no such specific provision has been made in the Plan. May I know whether in the Final Plan, apart from the Rs. 270 crores, there is not an allotment for Rs. 16 crores also, for the States irrigation and power schemes?

Shri Hathi: The hon. Member is perhaps referring to one sentence in the report of the Planning Commission and with your permission, Sir, I shall make it clear. That is a rather misleading

statement if not read with a certain background. When the Draft Plan was prepared a certain amount was allotted for the Central schemes and a certain amount for the State plans. The total amount provided for the plans in the State irrigation and power projects was Rs. 274.45 crores. At that time there were no firm estimates. So it was thought, looking to the increased costs, that some more amount may have to be provided. For that a sum of Rs. 16 crores was set apart, in case it was necessary. And then in the Final Plan actually the increase has been from Rs. 274 to 291 crores, that is something more than Rs. 16 crores. That is how it stands.

Shri L. N. Mishra: May I know whether, apart from the major river valley projects, any allotment has been made to the various States for irrigational purposes?

Shri Hathi: No special allotment has been made. But loans are being granted.

Shri C. Bhatt: May I know whether there is any scheme nearing completion or being completed in Bombay State?

Shri Hathi: One of the phases of the Lower Tapti scheme is nearing completion.

Shri T. N. Singh: May I know whether the power projects in respect of some of these minor irrigation schemes are on rain-fed rivers and not on perennial rivers; and in that case may I know whether the power will be available all the year round or only during certain periods?

Shri Hathi: That is perhaps too general a question. If the hon. Member refers to any particular scheme I might be able to give an answer.

EVACUEE AGRICULTURAL LAND

*162. **Shri Gidwani:** Will the Minister of Rehabilitation be pleased to state:

(a) the acreage of evacuee agricultural land outside Punjab and PEPSU; and

(b) the number of standard acres into which the same has been converted?

The Minister of Rehabilitation (Shri A. P. Jain): (a) The area of evacuee agricultural land is about 10 to 12 lakh acres including lands held by non-evacuee tenants.

(b) The ordinary acres are converted into Standard Acres at the time of allotment. It is not possible at this stage to give definitely the total area in terms of Standard Acres.

Shri Gidwani: In which States are evacuee agricultural lands available in States and what is the total acreage in each State?

Shri A. P. Jain: Approximately 50,000 acres of land is available in Rajasthan and between 40,000 to 50,000 acres in Hyderabad. There might be a small area in other States.

Shri Gidwani: What is the total area of land left by Hindus and Sikhs, who are of non-Punjabi area and of non-Punjabi extraction, in West Pakistan?

Shri A. P. Jain: In terms of standard acres it would be about 8 or 9 lakh standard acres.

Shri Gidwani: In view of the vast difference as stated by the Minister in the pamphlet about interim compensation, is it proposed to pay them in cash early?

Shri A. P. Jain: In fact, just now we are allotting land for land and no decision has been taken by the Government for the payment of compensation in cash as yet.

Shri Gidwani: Is it not a fact that in the pamphlet published by the Government regarding interim compensation scheme it is stated that where agricultural land cannot be allotted cash will be paid?

Shri A. P. Jain: That is one of the possibilities.

Shri B. S. Murthy: May I know whether any case has been brought to the notice of the Government that lands

already in the possession of Harijans have been dispossessed by them to be given to displaced persons, and if so, what action has been taken?

Shri A. P. Jain: That is totally wrong.

मूंगफली

*१६३. श्री रघुनाथ सिंह : क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) १९५३ में भारत में मूंगफली का कुल कितना उत्पादन हुआ ;

(ख) कितनी मात्रा का निर्यात किया गया तथा कितनी मात्रा की खपत इस देश में हुई ;

(ग) मूंगफली के व्यापार में विश्व का कौन सा देश भारत का प्रतिद्वन्दी है ; तथा

(घ) क्या मूंगफली की किस्म को अच्छा बनाने के लिये सरकार किसी योजना पर विचार कर रही है ?

The Minister of Commerce (Shri Karmarkar): (a) Precise information is not yet available.

(b) The quantity exported during 1953 is 10,159 tons. Figures of actual consumption are not available. The quantity available for consumption during 1952-53 (July to June), was estimated to be 2,788,000 tons.

(c) U.S.A., China, Anglo-Egyptian Sudan, French West Africa, Nigeria and British East Africa.

(d) Yes. Some schemes are in progress.

श्री रघुनाथ सिंह : जिन जिन देशों का ग्राप ने नाम लिया है उन देशों में सब से अच्छी मूंगफली कहाँ होती है ?

श्री करमरकर : हमारी भी अच्छी है ।
700 P.S.D.

श्री रघुनाथ सिंह : मैं यह जानना चाहता हूँ कि मूंगफली से तेल का उत्पादन हिन्दुस्तान में कितना होता है ?

Shri Karmarkar: Most of the seeds are crushed into oil. We do not permit export of seeds on a very large scale.

Shri Muniswamy: May I know whether any noticeable change had been made in the quality of groundnuts because of the introduction of these new schemes?

Shri Karmarkar: The new schemes are yet under consideration. Till now we have been able to improve the breed of production of groundnuts as the hon. Member knows.

FILM ON MAHATMA GANDHI

*164. **Shri L. Jageswar Singh:** Will the Minister of Information and Broadcasting be pleased to state whether the Gandhi Films Committee have considered the desirability of a country-wide release of the film on Mahatma Gandhi's life?

The Minister of Information and Broadcasting (Dr. Keskar): The Gandhi Films Committee is not a Government Committee but is set up by the Gandhi Smarak Nidhi. Hon. Member might get the required information from the Nidhi.

Shri L. Jageswar Singh: May I know when the information can be expected?

Mr. Speaker: It is not a Government Committee. He has to refer to the Gandhi Smarak Nidhi.

Shri L. Jageswar Singh: But, all the Committees come under the Government?

SURVEY OF POWER POTENTIAL IN U.P.

*165. **Shri M. L. Agrawal:** Will the Minister of Planning be pleased to state whether Government have made either directly or through the State Government any survey of the power potential in Uttar Pradesh with a view to develop the power resources of the State during the next Five Year Plan?

The Deputy Minister of Irrigation and Power (Shri Hathi): The State Governments will be shortly addressed by the Planning Commission regarding their programmes of irrigation and power for the Second Five Year Plan. In this connection the power potential and requirements of each State will be surveyed in co-operation with the State Government.

Shri M. L. Agrawal: Has no consideration been yet given already by the State Governments or the Government of India?

Shri Hathi: As I mentioned, they are being considered by the Governments.

HANDLOOM INDUSTRY IN MADRAS

***166. Shri Veeraswamy:** Will the Minister of Commerce and Industry be pleased to state:

(a) the amount allocated from the Mill Cloth Cess Fund to the Madras State in 1953 for development of handloom industry; and

(b) what are the developmental works undertaken so far by the State Government to help this industry?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari):

(a) The share of the residuary Madras State is Rs. 98,38,677/-.

(b) A statement showing the development works for which monies have so far been sanctioned is laid on the Table of the House. [See Appendix I, annexure No. 32.]

Precise information about the progress made by the Madras State on the various development works is not available at present.

Shri Veeraswamy: Of the 11 schemes for the implementation of which money have been sanctioned by the Central Government for the Madras State, which are the schemes which have been implemented?

Shri T. T. Krishnamachari: Precise information in this regard is not yet available. I expect to have a report from the Madras Government by the year end.

Shri Veeraswamy: May I know whether there is any scheme under the consideration of the Government to help the handloom weavers who are not members of handloom co-operative societies?

Shri T. T. Krishnamachari: At the present moment, no.

Shri M. D. Ramasami: May I know whether it is the intention of the Government to finance partly the starting of co-operative textile mills in Madras?

Shri T. T. Krishnamachari: That is the idea. The entire scheme of handloom development by means of this cess is, as far as possible, to help weavers to go into co-operative societies so that we would be able to eliminate to a very large extent middlemen.

HIRAKUD HOSPITAL

***167. Dr. Natabar Pandey:** Will the Minister of Irrigation and Power be pleased to state the total amount of money spent for Hirakud Hospital in 1953-54?

The Deputy Minister of Irrigation and Power (Shri Hathi): Rs. 2,00,366/- upto 31-12-53.

Dr. Natabar Pandey: Out of this amount, may I know what was the amount spent in petrol consumption for the only ambulance van of the Hirakud hospital?

Shri Hathi: Rs. 20,000 has been provided for that.

Dr. Natabar Pandey: May I know if a log-book is maintained for the ambulance van in that hospital?

Shri Hathi: Yes; log-books are maintained.

Dr. Natabar Pandey: Will the Government be pleased to state whether this ambulance van is used only for carrying patients from one place to another, or it is used for some other purpose?

Shri Hathi: It is being used for the purpose for which it is meant.

PAKISTAN-U. S. MILITARY ALLIANCE

***168. Shri M. R. Krishna:** Will the Prime Minister be pleased to state whether it is a fact that the Pakistan High Commissioner in New Delhi delivered a note to the External Affairs Ministry on 19th December, 1953 protesting against the alleged Congress Campaign against the proposed United States-Pakistan military alliance?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): Yes.

Shri M. R. Krishna: May I know whether it is a fact that U.S. Ambassador in India has said in one of his speeches that India believes in violence as they have done in Hyderabad and therefore the American Government is justified in giving military assistance to Pakistan?

Shri Anil K. Chanda: I would like to have a separate question on the matter.

Shri Gidwani: What is the nature of the reply of the Government to that letter?

Shri Anil K. Chanda: I am prepared to give a summary of that reply. The reply of the Government of India, which was sent on the 23rd December, 1953, took note of the public denials and assurances of the Governor-General and the Prime Minister of Pakistan, but at the same time drew the attention of the Pakistan High Commissioner to the confirmation by their Prime Minister that the Government of the United States was proposing to give free military aid to Pakistan, and added that India's concern was with the effects of the aid on Pakistan's relations with India, South-East Asia in particular and the international situation in general.

Shri Damodara Menon: The letter read out just now wants a confirmation from the Pakistan High Commissioner. Did the Government get that confirmation asked for?

Mr. Speaker: The question-hour is over. I am only waiting for the reply.

The Prime Minister (Shri Jawaharlal Nehru): I do not think he has quite understood the question. I have not understood it either.

Mr. Speaker: The time is over.

Shri R. K. Chaudhuri: May I seek clarification on the question which you said you would allow me to put later on?

Mr. Speaker: He may table that question by separate notice.

Shri R. K. Chaudhuri: I want guidance in this matter. How was that question irrelevant, and why was it disallowed? It was part of the subject.

Mr. Speaker: Whatever it is, he may address a letter to me.

Shri R. K. Chaudhuri: It is difficult to write a letter—I have no typewriter.

WRITTEN ANSWERS TO QUESTIONS

AHMEDIYA CONFERENCE AT QUADIAN

***133. Sardar Hukam Singh:** (a) Will the Prime Minister be pleased to state whether it is a fact that a party of Ahmediyas came from Pakistan to attend the 62nd Annual Conference at Qadian during 1953?

(b) How long did they stay in India?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) Yes.

(b) Four days.

EVACUEE PROPERTY

***155. Shri B. K. Das:** Will the Prime Minister be pleased to state:

(a) how far the migrants from East Pakistan have been able to exercise their right of ownership of the properties left by them in East Pakistan under the Delhi Agreement of 8th April, 1950;

(b) whether they have been able to enjoy the income of their properties unrestricted;

(c) if not, the circumstances that have prevented them from doing so;

(d) whether any Trustee Committees have been functioning in East Pakistan under clause B(vi) of the Delhi Agreement; and

(e) if so, how many properties have been taken charge of by the Committee?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): (a) to (e). Information is being collected and will be laid on the Table of the House.

फाउन्टेनपेन की स्याही

***१५६. श्री बाल्मीकि :** क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि :

(क) फाउन्टेनपेन की स्याही की आवश्यकता के सम्बन्ध में देश को आत्मनिर्भर बनाने के लिए क्या उपाय किए जा रहे हैं ; तथा

(ख) १९५१-५२, १९५२-५३ तथा १९५३-५४ में किन किन देशों से फाउन्टेनपेन की स्याही का आयात किया गया था ?

The Minister of Commerce (Shri Karmarkar): (a) There is adequate capacity in the country for manufacture of fountain-pen inks.

(b) In 1951-52 and 1952-53 imports of fountain-pen ink were made from the U.K. while in 1953-54 (April-December, 1953) some imports were also

made, besides the U.K., from Australia and Denmark.

आल इंडिया रेडियो

***१६१. डा० सत्यवादी :** क्या सूचना तथा प्रसारण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या आल इंडिया रेडियो पर मनाई जाने वाली जयन्तियों की सूची तैयार हो चुकी है; तथा

(ख) यदि हां, तो क्या उस की एक प्रति सदन पटल पर रखी जायगी ?

The Minister of Information and Broadcasting (Dr. Keskar): (a) and (b). The list has not yet been completed.

STEEL PLANT

***169.** { **Shri Bansal:**
Shri Jhulan Sinha:
Shri Bhagwat Jha Azad:
Dr. Ram Subhag Singh:
Shri K. P. Sinha:
Shri B. C. Das:
Shri M. L. Dwivedi:
Pandit D. N. Tiwary:
Shri L. N. Mishra:

Will the Minister of Production be pleased to state:

(a) whether the expert team from Germany for reporting on the site for the erection of a new steel plant, has made any recommendations in regard to the same;

(b) if so, what they are; and

(c) what is Government's final decision in the matter?

The Minister of Production (Shri K. C. Reddy): (a) to (c). I would refer the hon. Members to the Statement on the subject I made on the 16th February, 1954.

TRADE WITH AUSTRALIA

***170. Shri Muniswamy:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether India is now importing any commercial goods from Australia;

(b) if so, what are the items;

(c) whether there is a trade agreement between India and Australia; and

(d) whether it is under the consideration of the Australian Government to open a Trade Commissioner's office at Madras?

The Minister of Commerce (Shri Karmarkar): (a) Yes, Sir.

(b) A statement is laid on the Table of the House. [See Appendix I, annexure No. 33.]

(c) No, Sir.

(d) I have no information.

MOVEMENT OF POPULATION BETWEEN EAST AND WEST BENGAL

***171. Shri S. N. Das:** Will the Prime Minister be pleased to state the community-wise figures of the movement of population between East and West Bengal during 1953?

The Deputy Minister of External Affairs (Shri Anil K. Chanda): The figures of movement between East Bengal and West Bengal, through various check-posts in West Bengal, during the year 1953, are as follows:—

	Hindus	Muslims	Others
From East Bengal to West Bengal.	5,40,127	2,46,320	9,789
From West Bengal to East Bengal.	5,28,469	2,45,332	10,134

These figures include the normal passenger traffic.

COMMERCIAL EXPLOSIVES

***172. Shri Nanadas:** Will the Minister of Commerce and Industry be pleased to state what is the yearly consumption of highgrade commercial explosives in India and how the requirements are met at present?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): The annual consumption is estimated to be about 5,000 tons which is wholly met by imports.

KOYNA PROJECT

***173. Shri H. N. Mukerjee:** Will the Minister of Irrigation and Power be pleased to state when the Koyna Project is expected to be ready to supply power?

The Deputy Minister of Irrigation and Power (Shri Hathi): According to the estimates given by Bombay Government power is expected to be supplied by 1959-60.

PROTECTED INDUSTRIES

***174. Shrimati Renu Chakravartty:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether it is a fact that protected industries represented to the Tariff Commission that the liberalisation of import policy had reduced or nullified the effective protection enjoyed by them and asked for a review of the position; and

(b) if so, which are the industries and what steps have been taken to inquire into the causes of their grievances?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari):

(a) and (b). Since 1952 simultaneous representations were made to Government and the Tariff Commission by three industries viz., Soda Ash, Pencils and Electric Brass Lamp Holders. The complaints were investigated and I lay on the Table of the House a statement indicating the action taken thereon [See Appendix I, annexure No. 34.]

COTTON

***175. Shri S. C. Samanta:** Will the Minister of Commerce and Industry be pleased to state:

(a) the consumption of Indian cotton in 1952-53 and also in 1951-52 in Indian mills;

(b) the estimated consumption in 1953-54;

(c) the decrease in import of foreign cotton in the above-mentioned years;

(d) whether any fine quality Indian cotton was available in those years;

(e) if so, how much (year by year); and

(f) the amount of Bengal Deshi Cotton exported in those years, and the names of countries to which exported?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): (a) to (f). A statement is laid on the Table of the House. [See Appendix I, annexure No. 35.]

TEA EXPORTS TO RUSSIA

***176. Shri N. M. Lingam:** (a) Will the Minister of Commerce and Industry be pleased to state the quantity of tea exported to Russia during the last year?

(b) How does the price of Indian tea in the U.S.S.R. compare with prices obtained in other countries?

(c) What is the estimated export of tea to Russia during 1953-54 under the Indo-Russian Trade Agreement?

The Minister of Commerce (Shri Karmarkar): (a) There has been no export of Indian tea to Russia in 1953.

(b) Does not arise.

(c) The Trade Agreement between Russia and India signed on 2nd December, 1953, does not provide for any quantitative commitment regarding exports and imports in respect of any article. Hence it is not possible to give any estimate of export of Indian tea to that country during 1953-54.

COMMUNITY PROJECTS IN PUNJAB

***177. Shri D. C. Sharma:** Will the Minister of Planning be pleased to state:

(a) the total estimated expenditure for the current year on the Community Development Projects in Punjab; and

(b) the contribution to be made by (i) the Community Projects Administration and (ii) the State Government?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) Rs. 70.39 lakhs.

(b) The shares will be—
Central Government Rs. 56.45 lakhs.
Punjab Government Rs. 13.94 lakhs.

COMMERCIAL INTELLIGENCE DEPARTMENT

***178. Shri K. C. Sodhia:** Will the Minister of Commerce and Industry be pleased to state:

(a) the total number of complaints received by the Commercial Intelligence Department during 1952-53 from (i) Indian exporters against foreign firms and (ii) from foreign firms against Indian exporters;

(b) in how many cases their mediation was successful; and

(c) the amount involved in each case?

The Minister of Commerce (Shri Karmarkar): (a) 30 complaints were received by the D.G.C.I.&S., Calcutta, from Indian exporters against foreign firms and 195 complaints from foreign firms against Indian exporters.

(b) 48.

(c) Information is being collected and will be laid on the Table of the House.

व्यापारिक समझौते

***१७९. श्री बाल्मीकि :** क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे :

(क) वर्ष १९५३-५४ में किन किन देशों से व्यापारिक समझौते किये गये ; तथा

(ख) किन किन देशों को भारत के कुटीर उद्योगों की वस्तुएं अधिक मात्रा में भेजी गई ?

The Minister of Commerce (Shri Karmarkar): (a) and (b). A statement is laid on the Table of the House. [See Appendix I, annexure No. 36.]

POLITICAL AND ASSISTANT POLITICAL
OFFICES IN NEFA

*180. **Shri Rishang Keishing:** Will the **Prime Minister** be pleased to refer to the replies given to unstarred question No. 648 asked on the 23rd December, 1953 and state:

(a) the number of persons selected for the posts of Political Officers and Assistant Political Officers, for the North East Frontier Agency; and

(b) the alternative posts provided to those old Political Officers and Assistant Political Officers who have not been included in the final selection?

The Parliamentary Secretary to the Prime Minister (Shri J. N. Hazarika): (a) The number of persons selected for the posts of Political Officers in the North East Frontier Agency is 7 and that for the posts of Assistant Political Officers is 16.

(b) The matter is under consideration.

TINPLATES

*181. **Shri Anirudha Sinha:** Will the Minister of Commerce and Industry be pleased to state:

(a) how many concerns are engaged in the manufacture of tinplates in the country;

(b) how many of them are foreign and how many indigenous;

(c) the production capacity of each concern; and

(d) how quotas are distributed under the control order?

The Minister of Commerce (Shri Karmarkar): (a) Only one, Sir.

(b) It is registered under the Indian Companies Act.

(c) 66,000 tons per year.

(d) Supplies expected to be available during each quarter are allocated among tinplate processors with due regard to their capacity and demands as screened by Government.

VALUE OF STANDARD ACRE

*182. **Shri Gidwani:** Will the Minister of Rehabilitation be pleased to state:

(a) whether Government have fixed the cash value of standard acreage of agricultural land left by the displaced owners of land in Sind, N.W.F., Bahawalpur and Baluchistan; and

(b) if so, what the same is?

The Minister of Rehabilitation (Shri A. P. Jain): (a) and (b). The matter has been referred to the Advisory Committee under the Chairmanship of Bakshi Tek Chand and the final decision will be taken soon after the opinion of that Committee has been received.

SOIL AND SILT RESEARCH LABORATORY,
HIRAKUD

*183. **Dr. Natabar Pandey:** Will the Minister of Irrigation and Power be pleased to state:

(a) the number of total staff in class II and III services in the Soil and Silt Research Laboratory at Hirakud;

(b) what is the minimum qualification for a candidate to be taken into this Laboratory;

(c) what is the starting basic pay in each grade; and

(d) the number of vacancies at present which are to be filled up?

The Deputy Minister of Irrigation and Power (Shri Hathi):

(a) —

Class II..... 2

Class III..... 77

(b) to (d). A statement is placed on the Table of the House. [See Appendix I, annexure No. 37.]

CONTROL ON CLOTH

*184. **Shri M. L. Agrawal:** (a) Will the Minister of Commerce and Industry be pleased to state whether control of cloth is still being retained in any State?

(b) If so, to what extent and in which State or States?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari):

(a) and (b). The control over price and distribution of cloth was removed with effect from the 10th July, 1953. Control by the Central Government has been retained over the movement of cloth from Bombay and Ahmedabad producing centres; and to a small extent on production. The State Governments, however, under powers delegated to them under the Essential Supplies (Temporary Powers) Act, 1946, are retaining the control on the licensing of dealers in their own States.

HANDLOOM INDUSTRY

***185. Shri Muniswamy:** (a) Will the Minister of Commerce and Industry be pleased to state whether the interim marketing scheme proposed by the All-India Handloom Board to encourage handloom industry, has been implemented?

(b) If so, how far has it helped in widening the markets for handloom industry in the country?

(c) How far has the position of the handloom stocks in the country eased in 1953 as compared to 1952?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari):

(a) The Central Marketing Organisation at Madras and Regional Offices at Madras, Bombay and Benaras have been set up. Three more Regional Offices at Nagpur, Gwalior and Calcutta are expected to be set up shortly.

(b) and (c). It is too early to assess the results of the Internal Marketing Scheme. From the reports received about the quantities of yarn lifted by the State Governments, it appears that the position of accumulations of handloom cloth in the country is easier than it was in 1952.

HIRAKUD AND BHAKRA NANGAL

***186. Shri H. N. Mukerjee:** Will the Minister of Irrigation and Power be pleased to state:

(a), whether Government have any concrete plans for the utilisation of electricity generated by the power plants at Hirakud and Bhakra Nangal; and

(b) if so, what are the plans?

The Deputy Minister of Irrigation and Power (Shri Hathi):

(a) and (b). A statement is laid on the Table of the House. [See Appendix I, annexure No. 38.]

SALT CESS

***187. Shrimati Renu Chakravartty:** Will the Minister of Production be pleased to state:

(a) whether it is a fact that alkali industries are demanding exemption from the payment of cess on salt; and

(b) if so, the decision Government have taken in the matter?

The Minister of Production (Shri K. C. Reddy): (a) Yes.

(b) Government's decision is that at present there is no case for exempting the Alkali industries from the payment of the cess. The position of the industry which is a protected one will be considered again in due course by the Tariff Commission and the question of exemption from salt cess will in this connection be reviewed by Government at the appropriate stage.

PRIVY PURSES OF PRINCES

***188. { Shri N. M. Lingam:
Shri Gidwanl:
Seth Achal Singh:
Shri Balmiki:**

Will the Prime Minister be pleased to refer to the replies given to starred question No. 351 asked on the 27th November, 1953, and state:

(a) whether replies have been received from all the princes to whom

a letter was sent by the Prime Minister for a voluntary cut in their privy purses;

(b) if so, what is the nature of the replies; and

(c) the further action which Government propose to take in the matter?

The Prime Minister (Shri Jawaharlal Nehru): (a) to (c). A number of further replies have been received, though not all the Princes addressed have thus far sent replies. It is not considered desirable to disclose the nature of the replies and it is premature, at this stage, to indicate what further action might be taken in this matter.

COMMUNITY PROJECTS

*189. { **Shri Rishang Keishing:**
Shri L. N. Mishra:

Will the Minister of Planning be pleased to state:

(a) the amount of money earmarked and spent for the Community Projects all over India up-to-date;

(b) the number of Community Projects and Development Blocks so far started all over India; and

(c) how far the progress of the Community Projects and Development Blocks has been upto the schedule of the Plan?

The Deputy Minister of Irrigation and Power (Shri Hathi): (a) The amount of money earmarked is Rs. 41.71 crores and 10.6 million dollars. The amount spent is Rs. 191.97 lakhs upto 30th September, 1953, excluding cost of equipment.

(b) 55 Community Projects in 1952-53 and 53 Community Project Development Blocks in 1953-54.

(c) The progress has been generally upto expectations. A statement showing the progress made upto 30th September, 1953, is placed on the Table. [See Appendix I, annexure No. 39.]

700 P.S.D.

विस्थापित व्यक्तियों का पुनर्वास

१६. डा० सत्यबाबी : क्या पुनर्वास मंत्री यह बताने की कृपा करेंगे :

(क) १९४७ से लेकर १९५३ तक विस्थापित व्यक्तियों के पुनर्वास पर कुल कितना व्यय हुआ है ; तथा

(ख) हरिजन विस्थापित व्यक्तियों पर व्यय हुई धन राशि कितनी है ?

The Deputy Minister of Rehabilitation (Shri J. K. Bhonsle): (a) Total expenditure incurred by the Central Government upto the end of 1952-53 amounted to Rs. 112.59 crores on rehabilitation and Rs. 61.25 crores on relief.

(b) Separate figures of expenditure on displaced Scheduled Castes are not available as no distinction is made between displaced persons of Scheduled Castes and others.

संगमरमर (आयात)

१७. सेठ गोविन्द दास : क्या वाणिज्य तथा उद्योग मंत्री यह बताने की कृपा करेंगे कि १९५३ के अन्त तक पिछले पांच वर्षों में विदेशों से कितना संगमरमर आयात किया गया तथा उसका मूल्य कितना था ?

The Minister of Commerce (Shri Karmarkar): A statement is attached. [See Appendix I, annexure No. 40.]

HOUSES OWNED BY GOVERNMENT EMPLOYEES

18. **Shri Keshavalengar:** Will the Minister of Works, Housing and Supply be pleased to state how many of the officers of Government in New Delhi own houses of their own and yet continue to live in the Government quarters provided for them?

The Minister of Works, Housing and Supply (Sardar Swaran Singh): 29.

TEA PROMOTION COUNCIL

19. **Shri N. M. Lingam:** Will the Minister of Commerce and Industry be pleased to state:

(a) whether an Indo-Ceylon Tea Promotion Council has been formed; and

(b) what are the main features of the agreement?

The Minister of Commerce and Industry (Shri T. T. Krishnamachari):

(a) and (b). A Joint Tea Promotion Council has been set up in 1953 in U.S.A. in collaboration with Ceylon, Indonesia and the U.S.A. Tea Trade. The following contributions are made by the parties for financing the activities of the Tea Council:—

	₹
India	475,000
Ceylon	375,000
Indonesia	55,000
U.S.A. Tea Trade	570,000

Preliminary arrangements for setting up a similar Council in Canada are completed.

The question of setting up similar Councils in other countries is still under discussion with Ceylon.

COAL

20. **Shri P. C. Bose:** Will the Minister of Production be pleased to state:

(a) the total despatches of coal from the Bengal and Bihar coal fields during 1952 and 1953; and

(b) the stock position at the collieries in these two States during these years?

The Minister of Production (Shri K. C. Reddy): (a)—

1952 24,661,538 tons.

1953 24,587,540 tons.

(b)

On 31-12-1952 2,459,382 tons.

On 31-12-1953 2,821,940 tons.

पश्चिमी पाकिस्तान से आए मुसलमान

२१. श्री बाबूजीकः क्या पुनर्वास मंत्री यह बताने की कृपा करेंगे :

(क) १९५१-५२, १९५२-५३ तथा १९५३-५४ में पश्चिमी पाकिस्तान से कितने मुसलमान भारत आए ;

(ख) उन में से कितने व्यक्तियों ने भारत में स्थायी रूप से बसने के लिये प्रार्थना पत्र दिए ?

(ग) भारत से कितने मुसलमान पश्चिमी पाकिस्तान गए; तथा

(घ) कितने व्यक्ति उस देश में स्थायी रूप से बस गए ?

The Deputy Minister of Rehabilitation (Shri J. K. Bhonsle): (a) to (d). The information is not readily available and the time and labour involved in its collection will not be commensurate with the results achieved.

M.C. No. 25244
Dated 01.12.2014

**THE
PARLIAMENTARY DEBATES**

**(Part II—Proceedings other than Questions and Answers)
OFFICIAL REPORT**

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HOUSE OF THE PEOPLE

Friday, 19th February, 1954

The House met at Two of the Clock

[MR. SPEAKER in the Chair.]

QUESTIONS AND ANSWERS

(See Part 1)

3-1 P. M.

**DEATH OF SHRI PAUL JUJHAR
SOREN**

Mr. Speaker: I regret to inform the the House of the passing away of Shri Paul Jujhar Soren who was a sitting Member of the House, at the age of 61. We mourn the loss of Shri Soren and I am sure the House will join me in conveying our condolences to his family. The House may stand in silence for a minute.

The House stood in silence for a minute.

Mr. Speaker: In view of the previous practice of this House, it may adjourn—I am not fixing any time—after the hon. Minister of Railways presents his Budget, to enable Members to attend the funeral which, I understand, is to take place at about 5 P. M. The service is being held at 4-30 P. M.

Shri Frank Anthony (Nominated—Anglo-Indians): With your permission, Mr. Speaker, I wish to associate the Group of which Mr. Soren was a member, with the expression of condolence from this House. The late
704 P.S.D.

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Mr. Paul Soren was a Santal Christian. He was essentially an educationist and he spent most of his time in working for the uplift of the Santals. He did not a little work in promoting Santali literature and Santali education, and to those of us in this Group who came to know him personally he endeared himself by his unassuming personality and his modesty. I merely wish, on behalf of this Group, to ask you specially to convey the sincerest condolences of the Independent Group to the members of the bereaved family.

Mr. Speaker: The Group is included in "the House."

PETITIONS

(i) **DISPLACED PERSONS (CLAIMS)
SUPPLEMENTARY BILL.**

(ii) **FAIR DISTRIBUTION OF AGRICULTURAL
EVACUEE PROPERTY AMONGST DIS-
PLACED PERSONS.**

Secretary: Sir, under Rule 178 of the Rules of Procedure and Conduct of Business in the House of the People, I have to report that two petitions, as per statement laid on the Table, have been received relating to—

- (i) the Bill to provide for claims in respect of urban property left in Pakistan by the Displaced persons which was introduced in the House on the 23rd December, 1953 by Shri Ajit Prasad Jain; and

[Secretary]

- (ii) Fair distribution of agricultural evacuee property amongst displaced persons.

STATEMENT

Petitions relating to:

- (i) the Bill to provide for claims in respect of urban property left in Pakistan by the displaced persons which was introduced in the House on the 23rd December, 1953 by Shri Ajit Prasad Jain; and
(ii) Fair distribution of agricultural evacuee property amongst displaced persons.

Number of Signatories Distt. or Town State

) One	New Delhi	Delhi
(ii) One	Indranagar,	Delhi
	Azadpur.	

PAPERS LAID ON THE TABLE

STATEMENTS SHOWING ACTION TAKEN ON ASSURANCES.

The Minister of Parliamentary Affairs (Shri Satya Narayan Sinha): I beg to lay on the Table the following statements showing the action taken by the Government on various assurances, promises and undertakings given by Ministers during the various sessions shown against each:—

- (1) Supplementary Statement No. V. Fourth Session, 1953 of the House of the People.
- (2) Supplementary Statement No. X. Third Session, 1953 of the House of the People.
- (3) Supplementary Statement No. XI. Second Session, 1952. of the House of the People.
- (4) Supplementary Statement No. XI. First Session, 1952 of the House of the People.
- (5) Supplementary Statement No. IX. Fourth Session, 1951 of the Provisional Parliament.
- (6) Supplementary Statement No. IX. Third Session (Part I), 1950 of the Provisional Parliament.

STATEMENT RE. SUPPLEMENTARY DEMANDS FOR GRANTS FOR 1953-54

The Minister of Finance (Shri C. D. Deshmukh): I beg to present a statement showing Supplementary Demands for Grants for expenditure of the Central Government (excluding Railways) for the year 1953-54. [Placed in Library. See No. IV O. 1 (72e).]

STATEMENT RE. SUPPLEMENTARY DEMANDS FOR GRANTS FOR 1953-54-(P. E. P. S. U.)

The Minister of Finance (Shri C. D. Deshmukh): I beg to present a statement showing Supplementary Demands for Grants for expenditure of the Patiala and East Punjab States Union for the year 1953-54. [Placed in Library. See No. IV O. 1 (79e).]

RAILWAY BUDGET

The Minister of Railways and Transport (Shri L. B. Shastri): Sir, I rise to present to the House, the Budget for the Indian Railways for the year 1954-55. As on the last occasion, a text of my speech in Hindi will be supplied to Hon'ble Members along with the budget papers which also include a Hindi translation of "the Budget of the Railway Revenue and Expenditure of the Central Government for 1954-55."

I shall first report the financial position of the Indian Railways as disclosed in the completed accounts for 1952-53. The actual gross traffic receipts and ordinary working expenses for the year were Rs. 270.66 crores

and Rs. 187.90 crores against the revised estimates of Rs. 269.55 crores and Rs. 188.85 crores respectively. After allowing for contribution to the Depreciation Reserve Fund and payments of miscellaneous expenditure and Dividend to General Revenues, the actual net surplus stood at Rs. 13.19 crores against the revised estimate of Rs. 9.48 crores. A sum of Rs. 12.00 crores out of the surplus was appropriated to the Railway Development Fund and the balance of Rs. 1.19 crores to the Revenue Reserve Fund.

I shall now deal with the Revised Estimates for the current year. The total gross receipts are now estimated at Rs. 272.00 crores compared with the Budget Estimate of Rs. 272.28 crores. The small reduction of Rs. 28 lakhs is due to a difference in the method of estimating and does not portend any change in the anticipated trend of either passenger or goods earnings that I had assumed at the time of presentation of the last budget.

[MR. DEPUTY-SPEAKER in the Chair]

The original estimate of Working Expenses, viz., Rs 190.99 crores is, however, expected to go up by Rs. 6.64 crores to Rs. 197.63 crores. This increase is mainly due to the implementation of the recommendations of the Gadgil Committee to treat 50 per cent. of the Dearness Allowance paid to the employees as pay and to the increased diversion of coal by sea for the Southren, Central and Western Railways to enable more coal and other commodities to be moved by rail in response to industrial and other public requirements. The former accounts for an extra expenditure of Rs. 3.15 crores, and the latter for an increase of Rs. 1.39 crores. The balance is attributable to increased provision required for protection works against flood damages, for additional temporary works for the Kumbh Mela and for increased repairs and maintenance of rolling stock, machinery and electric installations. As a result, the surplus for the current year will now stand at Rs. 3.18 crores as against

Rs. 9.31 crores estimated in the Budget.

I shall now come to the Budget Estimates for the year 1954-55. In framing these estimates I have had to allow for certain financial and accounting changes, which are proposed to be introduced on the Railways with effect from 1st April, 1954. As Hon'ble Members may recall, following the regrouping of Railways, certain inter-zonal and inter-departmental adjustments in accounts were done away with. Last year during the Railway Budget discussions, several Hon'ble Members expressed concern regarding the effects of the changes and desired to retain as before the picture of the financial results of individual railways unimpaired. In consultation with the Comptroller and Auditor General, it has now been decided to restore in essence the earlier procedure under which railwaywise financial and operating results will be available. Each Railway Administration will henceforth be in a position to make a comparative assessment of its own financial results and economics of working. The Budget Estimate for the year 1954-55 has been prepared after taking these changes into account.

The estimates of passenger earnings for 1954-55 have been placed at Rs. 101.51 crores, which is only nominally higher than the Revised Estimates, but slightly lower than the original estimates for the current year. A certain amount of decrease has to be allowed for, as the additional earnings due to the Kumbh Mela will not be available in the next year. The acquisition of the Barsi Light Railway from 1st January 1954 and the slightly better prospects in view of the fairly good monsoon and favourable agricultural season are, however, anticipated to bring in increased passenger earnings.

As regards goods earnings, there are reasons to be more optimistic on account of the increasingly encouraging trends of industrial production. During the first nine months of 1953,

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the average general index of production was 133.8 representing a rise of 5.4 per cent. over the corresponding figure for 1952. The forecast of agricultural production is also reassuring. The tonnage of goods carried during the first six months of the current year, both on the Broad Gauge and the Metre Gauge, has recorded a slight improvement over the corresponding period of 1952-53. I have, therefore, placed goods earning at Rs. 148.6 crores, which is only one per cent. higher than the Revised Estimates for 1953-54.

The overall estimate for gross receipts has thus been placed at Rs. 273.25 crores against Rs. 272.0 crores in the Revised Estimates for 1953-54.

The Budget Estimates for Ordinary Working Expenses for 1954-55 have been placed at Rs. 194.31 crores, being Rs. 3.32 crores lower than the Revised Estimates for the current year. The decrease is due partly to credits for freight charges on stores used on works, and partly to reduced provision for repairs and maintenance and for special items like the Kumbh Mela and the diversion of coal by sea. There are other minor factors contributing to the decrease which are, however, offset by the provision of annual increments to the staff, which cost the Railways nearly a crore of rupees every year.

The appropriation to the Depreciation Reserve Fund is proposed to be maintained at the same level as in the current year, viz., Rs. 30 crores. After providing for a net miscellaneous expenditure of Rs. 8.08 crores and a dividend of Rs. 35.50 crores to the General Revenues, the surplus expected to accrue in 1954-55 is placed at Rs. 5.14 crores.

Hon'ble Members will have noticed the trend of continued increase in the working expenses of the Railways and the progressive diminution of the Railway surplus. The steep fall in the passenger traffic of the Railways which

occurred in the year 1952-53 has, I hope, been halted and although there has been a slow improvement of the position, I cannot see, in the present conditions, any indications to expect in the near future, a marked spurt in passenger traffic. At the same time working expenses have been going up owing to factors over which we have but little control. The Budget Estimates for 1954-55 show an increase of nearly Rs. 50 crores over that for 1948-49. Except for a sum of Rs. 10 crores which is due to the taking over of the State Railways, the bulk of this increase is attributable to the liberalisation of benefits to staff. The fuel bill accounts for an increase of about Rs. 7 crores. This is consequent on expansion of services to meet the demands of traffic.

I shall now turn to the estimates for Works, Machinery and Rolling Stock. The Revised Estimate for the current year is being placed at Rs. 77.88 crores against the Budget Estimate of Rs. 79.61 crores, involving a reduction of Rs. 1.73 crores. Before coming to the Budget Estimates, I would briefly refer to the progress made under the First Five year Plan. During the first two years, viz., 1951-52 and 1952-53, the Railways actually spent a sum of Rs. 131.04 crores and a sum of Rs. 77.88 crores is likely to be spent during the current year. This leaves a balance of Rs. 191.08 crores out of the Rs. 400 crores allocated to the Railways in the Plan. Arrangements have been made to step up expenditure on works and also to increase the procurement of rolling stock during the remaining two years of the Plan so as to ensure our reaching the target. Hon'ble Members will find included amongst the Budget papers a booklet dealing with the developmental works carried out during the first two years of the Plan and such other works as are proposed to be carried out during the remainder of the Plan period.

The House will be interested to have some details regarding the progress of

developmental works budgeted for during the current year. Hon'ble Members will recall that the construction of five new lines was proposed to be taken in hand during the current year. Out of these, satisfactory progress is being made on the construction of Champa-Korba line. Work on Gandhidham-Kandla link has already commenced. The work on Khandwa-Hingoli, Gop-Katkola and Gua-Manoharpur lines is expected to start in the near future.

Among other constructions, Chunar-Robertsganj line is being shortly opened for goods traffic and is expected to be ready for passenger traffic by May 1954. The diversion of the Railway line via Chandigarh, the new Capital of the Punjab, has been completed, and also the Budni-Barkhera double line. A portion of Sanganer Town—Toda Rai Singh Extension, viz. from Sanganer to Tordi Sagar, has been completed and opened for traffic. The Madhepura-Murliganj line is expected to be completed during 1954-55. Out of the 96 miles of Quilon-Ernakulam Railway, the Ernakulam-Kottayam Section, 37 miles long, is expected to be opened for traffic in 1955.

Arrangements for collection of materials and equipment required for the construction of the Ganga Bridge at Mokameh and the ancillary training works have also been completed.

As regards the dismantled lines, the following have been restored during the current year:—

- (i) Shoranur-Angadipuram (part of Shoranur-Nilambur).
- (ii) Vasad-Kathana.
- (iii) Balamau-Madhoganj (part of Unao-Madhoganj).
- (iv) Madura-Usilampatti (part of Madura-Bodinayakanur).

In addition, the restoration of Nagrota-Jogindernagar and Bhagalpur-Mandarhill branches has been almost completed and they will be opened for traffic shortly.

The Budget Estimates for the year 1954-55 in regard to Works, Machinery and Rolling Stock of Railways have been placed at Rs. 95.00 crores, including works chargeable to Revenue. This represents an increase of about 17 crores over the revised estimates for the current year. The total provision for Works, including new constructions and construction of staff quarters, is Rs. 37.64 crores. The provision for Rolling stock is Rs. 52.58 crores. Provision has also been made for a sum of Rs. 1.20 crores for investment in road services.

The Budget Estimates for Works provide for an increased outlay of about 17 per cent. over the revised estimates for 1953-54 and about 44 per cent. over the actuals for 1952-53. A limit to the execution of schemes included under these works is set by the shortage of materials, particularly rails and sleepers. Steps have recently been taken to augment the supply of rails by imports, and the budget estimates have been framed accordingly.

The provision made for rolling-stock reflects a heavier programme for procurement than has been usual in the past. Hon'ble Members are aware that orders for a large number of locomotives have been placed abroad recently to accelerate the rehabilitation of the Railways. In order to appreciate the urgency for procurement from the point of view of our power position, Hon'ble Members should remember that during the five year period ending 31st March 1956, about 1,000 locomotives will become overage in addition to a considerably larger number of overage locomotives which existed at the time of the commencement of the Five Year Plan. As a result of the measures that have been taken, it is expected that a total number of about 1,600 new locomotives will be received during the Plan period. This should result in an overall improvement in the power position of the Railways.

It is only appropriate that I should acknowledge here the assistance received by us from Canada under the

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Colombo Plan for a supply of 120 broad gauge passenger locomotives and from the Government of the United States under their Foreign Assistance Programme for another supply of 100 broad gauge locomotives.

In the plan for increased procurement the objective of utilising indigenous resources to the maximum extent continues to guide and regulate all orders placed in accordance therewith. It is my intention to step up the production target of the Chittaranjan Locomotive Works from 120 to 150 and thereafter to 200 of average sized locomotives in the course of the next four years through the introduction of such measures as judicious multi-shift working, additional equipment and training of more skilled staff. The target of the Tata locomotive and Engineering Company is 50 locomotives a year. They have hitherto produced and delivered 50 locomotives in all, but they are expected to reach their target in 1954-55.

As regards wagons, practically all the increased procurement has been planned on indigenous production. In previous years the installed capacity was assumed to be about 7,800 wagons per annum. Owing to the prospect of increased off-take in the next 5 years new manufacturers have come into the field and established manufacturers have agreed to expand their production capacity. In view of this, orders for about 11,000 wagons will be placed against the 1954-55 programme with the manufacturers in India. I should also add here that we expect to receive 5,000 wagons under the Foreign Assistance Programme of the Government of the United States.

In my budget speech last year, I had informed the House that no new orders for passenger coaches are being placed abroad. The same policy is being pursued this year. The capacity of the Hindustan Aircraft Limited and our workshops has been stepped up to meet our requirements. The construction of the Integral Coach Factory

at Perambur to manufacture passenger coaches is making satisfactory progress. It is expected that coach body-shells will start coming out of this factory during the second half of 1955.

I have decided to set up a Committee to advise how the manufacture of certain special type wagons, Narrow Gauge Locomotives and other stock and fittings, which are still being imported, can be established in the country. The findings of the Moolgaonkar Committee set up by the Minister for Commerce and Industry show that considerable idle capacity exists in the Engineering industry, and this seems to be a suitable moment for an investigation as to how far this idle capacity can be used to make the country self-sufficient in the matter of production of railway materials and rolling stock. It is expected that Indian industry will rise to the occasion and take to the manufacture of specialised Railway items in increasing numbers. The possibility of making full use of the Railway Workshops in this connection is also being referred to two senior railway officers for examination.

The House is already aware that a number of new major works are under construction. It is proposed to concentrate on the execution of the works already in hand instead of undertaking new major works in 1954-55 as it is more economical to complete expeditiously the work in hand. There is also the danger that a large number of new major projects may lock up money and result in diversion of material and equipment which may delay completion of all other works. All the same, certain new major works will be undertaken in the Budget year. A major project that has been included is the electrification of the suburban services in the Calcutta area and I have decided that the work on the electrification of the Howrah-Burdwan main line section of the Eastern Railway should be commenced forthwith. Provision has also been made to expedite the traffic survey for a rail connection to Garo

Hills in Assam, in order that the final location survey may also be taken up during the budget year. In addition, the construction of the Pathankot-Madhampur Broad Gauge line, 7.06 miles in length, is proposed to be undertaken to facilitate movement to Jammu and Kashmir State. The line is estimated to cost about Rs. 35 lakhs.

We have under consideration a few proposals for new constructions. Surveys for these were arranged to be undertaken in the current year. One of these is the proposed Indore-Ujjain Broad Gauge line. The others are the rail connection to Etah, the Mangalore-Hassan, Diva-Dasgaon, Teldanga-Khajuria-Malda, Bhavnagar-Tarapur and the Fatehpur-Churu lines. The question of providing electrification for the operation of the Quilon-Ernakulam line is also under consideration. Extension of electrification to Tambaram-Villupuram section of the Southern Railway is also receiving attention. The survey reports for a few have been received while others are still to come. Decisions regarding the construction of these projects must be deferred till all the survey reports have been received and examined. Should it be found possible to commence, consistent with the availability of finance and materials, the construction of any more new lines during 1954-55, I shall not hesitate to come to the House with a Supplementary Demand in connection therewith.

I shall now turn to another class of open line works included in the estimates for the Budget year relating to augmentation of line capacity. Certain sections have during recent years become so congested that they are unable to cope with the current and anticipated traffic. The line capacity of these sections can be improved by doubling the lines, building more crossing stations, extending loops, improving the standard of signalling and interlocking and by creating additional facilities in marshalling and transshipment yards. The provision for certain major works which come in this category of open line works, included in the budget for 1954-55 is Rs. 3.3 crores

as against Rs. 2.1 crores in the Budget for the current year. Works for the purpose of augmenting line capacity are being or will be undertaken during the year on the following important sections:—

- (i) Siliguri-Alipur Duar section of the Assam Rail Link, the capacity of which is proposed to be more than doubled from 160 to 350 wagons per day.
- (ii) Bezwada-Madras Section of the Southern Railway on which a sum of Rs. 4 crores is being spent, including Rs. 80 lakhs for the remodelling of the Bezwada yard and Rs. 2.09 crores for the conversion of Gudur-Renigunta Section from metre gauge to broad gauge. The capacity of the section will be increased from 300 to 420 wagons per day.
- (iii) Central India Coalfields via Katni-Marwara, where movement will be stepped up from 265 to 350 wagons per day.
- (iv) Via Chheoki on to the Central Railway, where movement is proposed to be increased from 190 to 240 wagons per day.
- (v) Raichur-Arkonam Section, for running additional goods trains.
- (vi) Anara-Jaychandi Pahar-Burnpore section and Sini-Gomharia section, the doubling of which is being carried out, for the movement of raw materials for increased production of steel.

During the current financial year, the Railways are spending nearly Rs. 4 crores on construction of staff quarters and a provision of Rs. 4.60 crores has been made in the budget for the next year. The total provision made in the budget on staff quarters and staff amenities is Rs. 5.84 crores

The House is aware that a committee was set up in 1949 to review the convention relating to the separation of Railway Finance from General

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Finance. As a result of the recommendations of the Committee, the Constituent Assembly of India (Legislative) passed a resolution defining, *inter alia*, the relationship between Railway Finance and General Finance and prescribing for a period of five years commencing from 1950-51 an annual dividend payable to General Revenues at 4 per cent. on the Capital invested in Railways. The resolution laid down that a Committee of the House shall review the rate of dividend towards the end of the aforesaid period and suggest for the years following it, any adjustment considered necessary, having regard to the revenue returns of the undertaking, the average borrowing rate of the Government and any other relevant factors. I shall, therefore, be inviting the House in this session to set up a committee to go into the matter.

I have endeavoured to indicate broadly to the House the principal features of the developmental programme during the budget year. Although we are doing our best to improve and extend rail transport facilities in the country, I am aware that much more needs to be done. Considering the vast areas in our country which are awaiting economic exploitation through the introduction of satisfactory transport facilities, I feel it is necessary to adopt a bold policy of development and expansion of the railways. The prospects of any fresh financial resources are none too bright. As a result of factors which have increased working expenses, there is likely to be a shortfall in the amount which the Railways are expected to find from their own resources for the execution of the Five Year Plan. Against a sum of Rs. 320 crores to be contributed by the Railways towards the resources of the Plan, the contribution for the first three years is likely to be Rs. 165 crores only, and, it is estimated that there will be a shortfall of about Rs. 60 crores. Also, there are certain other factors which may lead to further increase in Working Expenses. I am examining in the above

context the implications and practicability of certain suggestions for adjustments in our fare and freight rate structure which, it is claimed, are necessary for a developmental economy.

Then there is the need for maintaining and if possible accelerating the pace of construction of new lines. The present high levels of cost of material and labour involve unremunerative investment at least for some time to come. The balances in the Development Fund are rapidly dwindling. How are these new constructions going to be financed? The only way in which such construction seems to be possible is to provide for a recovery of charges on the basis of inflated mileage for a limited period so that the projects may not be financially burdensome. This device may also profitably be adopted in cases where a shorter route is provided reducing the cost of transportation substantially, the whole of which need not be passed on to the consumer.

Owing to a large reduction in the bulk and long distance movements of imported food grains from the Ports and less haulage of railway coal, there was a decrease in the net ton-miles on Broad Gauge system during 1952-53. This directly had an adverse effect on the returns of goods traffic with the result that the composite index of efficiency for the Broad Gauge Railways dropped from 102.6 in 1951-52 to 101.7 in 1952-53. There was, however, an improvement in the number of passenger and goods trains run and in the wagons and overall locomotive haulage. There was an improvement in almost all aspects of performance on the Metre Gauge Railways and the composite index of efficiency rose from 93.3 in 1951-52 to 95.9 in 1952-53.

The punctuality of trains further improved during 1953 and the percentage of trains not losing time has been 81.9 in the first nine months of 1953 as against 80 in the corresponding period of the previous year, and on the Metre Gauge system, it was 81.4 in 1953 as against 80.6 in 1952.

The resources of all the Railways were pooled to make arrangements for the Prayag Kumbh Mela, and 374 Special Trains were run to Allahabad area to cope with inward Mela traffic and 344 Specials were run to clear the Mela traffic upto 6th February, 1954. In addition, 510 Shuttle trains were run within the Mela area to facilitate local movement of pilgrims.

A revised procedure for arranging movements in an order of preference for various commodities was introduced in August 1953. While ensuring planned movements for essential commodities, it was intended to provide movements for all commodities in varying quantities as may be necessary in the interests of local economy of the areas served. The procedure has so far worked satisfactorily.

Hon. Members will recollect that it was proposed to create an Efficiency Bureau in the Railway Board for the purpose of studying operation, workshop, marshalling yard and other statistics with the object of improving progressively efficiency and economy on Indian Railways. The setting up of this Bureau had to be deferred, as it was felt that some time should be allowed for the Railways to settle down after Regrouping. This Bureau has now been set up for investigating and eliminating outmoded and costly practices and for evolving suitable techniques for efficiency measurements in diverse fields of railway operation and management.

One of the reasons which affected performance is the delay at various changing and transshipment points. Wagons start from the originating stations at the due time but they are held up on the way. I have arranged that the Efficiency Bureau, assisted by a senior Railway Officer, will make an investigation into this specific question and make recommendations for reducing these delays to the minimum.

Last year, I said, I would make available to Hon'ble Members a

review of the working of the regrouped Railways. I have accordingly arranged to circulate along with the budget papers a pamphlet presenting this review and certain statistics of operation. The data available, however, are only for a limited period and do not permit of reliable comparisons being made. It is, therefore, difficult to make a correct assessment of the position on the basis of the facts and figures now available, and some more time, it seems, must elapse before we could be in a position to do so. The reorganised Railways must of course measure up to the usual standards of performance.

We have been, for the past several years, adhering to a systematic policy and programme of improving amenities for passengers. In the budget year it is my intention to see that more of these amenities are provided at the smaller and wayside stations. In order to implement this, the Railways have drawn up a detailed scheme to be given effect to within a prescribed period. Platform facilities are being improved at nearly 500 stations by lengthening and raising of existing platforms, better surfacing, providing cover etc. Waiting facilities are being augmented and improved at nearly 300 stations. More than 100 stations are being electrified and lighting at 100 other stations is being improved. Foot over-bridges are being provided at about 35 stations.

The House will recollect that last year I had appointed a Committee of Senior Officers to study the travel conditions and passenger amenities on the ex-Assam Railway portion of the North Eastern Railway. A sum of Rs. 5 lakhs more than the usual share has been allotted to this Railway during 1954-55 so as to enable them to start implementing straightaway the recommendations of this Committee so far accepted.

It has been my consistent endeavour to associate public opinion wherever public interests are concerned. A Passenger Amenities Committee has been set up on each

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Railway in order to examine and lay down the order of priority for executing works relating to amenities. The Committee is essentially a representative body consisting of non-officials as well as railway officials.

The House is already aware of the steps taken by the Railways to improve the standards of comfort and convenience for the lower class passengers. With the abolition of First Class, it has been possible to increase and improve lower class accommodation. I am glad to state that the fears entertained in some quarters about the effects of the abolition of First Class on earnings have proved to be without foundation. Hon'ble Members may also remember that First Class traffic has never been paying to the Railways. Accordingly, to the extent that upper class accommodation can be replaced by lower class, the net earnings of the Railways should improve.

I am conscious of the difficulties the Third Class passengers have still to face in various sections of the Railways. The new Third Class coaches of the Hindustan Aircraft Limited and of the Swiss make are, we believe an appreciable improvement. The seats have been widened and are more comfortable. Fans, better lights and improved lavatories have been provided. The new coaches that will now be put in service are being manufactured keeping this standard in view. The old coaches whose life is not above 20 years are also being provided with fans. It will be my endeavour to provide more and more amenities to Third Class passengers. Although it may take time, our object is to reduce, as far as possible, the difference that exists today between the lower and higher classes.

The Railway Administrations have continued their efforts to reduce overcrowding in passenger trains. Even though passenger traffic has tended to be no higher than in the previous years, new trains have been added and existing train services

extended where possible. During the period April 1953 to November 1953, 190 new trains were introduced and 126 trains were extended. The passenger train mileage during 1952-53 was 97.6 millions as against 96 millions in 1951-52. The additional train services introduced during the first 8 months of the current year recorded an increase daily of 7,450 train miles on the broad gauge, 4,656 train miles on the metre gauge and 397 train miles on the narrow gauge.

During 1952-53, 184 broad gauge and 135 metre gauge Third Class coaches have been put on the line. While the number of third class passengers decreased from 1,163 millions in 1951-52 to 1,120 millions in 1952-53, the number of seats provided for third class passengers increased from 856 thousand to 864 thousand over the same period. I expect that the position will further improve with the fresh additions and replacement of coaching stock.

The improvement referred to in my last year's budget speech regarding disposal of compensation claims for goods lost or damaged has been maintained. The average time taken in settling compensation claims during 1952-53 has been brought down to 71 days. As a result of priority being given to settlement of old outstanding claims, their number has also been reduced.

It has been possible to take definite steps to improve Watch and Ward and the security organisations of the Railways following the appointment of the Security Adviser to the Railway Board and it is proposed to appoint for each zonal Railway, a Security Officer of the rank of a Deputy Inspector General of Police who will have direct access to the General Manager. It should lead to a better system of co-ordination between the police of the States and the Government Railway Police. Training schools are being opened in each zone for training of men and

officers of Watch and Ward and refresher courses are also being introduced for those already in service. Special rules and regulations are under preparation for meeting the menace of pilferage and thefts on railways. I am glad to announce that the Home Ministry is considering measures to co-ordinate with us in this matter. It is hoped that substantial improvement will take place in the near future.

Hon'ble Members may recall my reference to the proposal to revise the constitution of the Local Advisory Committees on Railways in the context of regrouping and with a view to securing better representation of the vast body of railway users. The proposal has been implemented in the course of the year and there is at present a Zonal Railway Users' Consultative Committee at the Headquarters of each Railway along with Regional or Divisional Committees. These Committees, which are of a more representative character than the previous Local Advisory Committees, serve as a valuable organ of public opinion. A National Railway Users' Consultative Council has also been formed at the Centre and its first meeting was held in October 1953 to discuss several important matters.

I would ask the indulgence of the Hon'ble Members for making a reference to the recent unfortunate accidents to passenger trains, which have been the cause for concern to them no less than they have been to me. The occurrence of these accidents within a short time has been an unfortunate coincidence, but it should not cause any undue apprehension or alarm. Yet it is the duty of the Administration always to remain vigilant and alert and to see that the incidence of accidents on the Railways is kept down. With this objective, I have set up a Committee with Shri Shah Nawaz Khan, Parliamentary Secretary, as Chairman, and the Chief Government Inspector of Railways and a retired General Manager

as Members. The terms of reference to the Committee are:—

(a) To study the reports of enquiries into all train accidents on all Indian Railways which have taken place since 1st January 1953 and to analyse their causes;

(b) To examine how the recommendations made by the investigating officers have been dealt with and those accepted by the Railway Board or the Railway Administrations have been implemented; and

(c) To make recommendations with a view to reducing incidence of such accidents.

The Committee has already started work and should submit its report by the end of April 1954.

A Hindi section has been opened in the Railway Board's office, which deals mostly with Hindi correspondence and also helps in Hindi or English translations of official documents and other papers. A standardised nomenclature of different terminologies on the Railways is also being progressed with a clear direction from me that they should be as simple as possible and easily understandable. Railway Administrations are also setting up machinery to reply in Hindi to Hindi letters received in their offices.

Our Research and Testing Centre at Lucknow, with the sub-centres at Chittaranjan and Lonavla, have started doing useful work. Investigations at these centres are being confined, to start with, to those problems which are of immediate importance to Railways and on which studies and tests are likely to yield positive results of practical value within a reasonable time. The work done during the past year has increased our knowledge of the forces which locomotives exert on the track, particularly on curves and turnouts, under Indian conditions. This, it is hoped, will lead to more economical designs of permanent-way, both from the point of view of initial cost and of maintenance.

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The drive instituted by the Railway Board for bringing down the value of stores balances to which I had made particular reference last year has been yielding encouraging results. The value of the balances which stood at Rs. 63.41 crores on 31st March 1952 was reduced to Rs. 57.20 crores at the end of March 1953. A further reduction of Rs. 4 crores is anticipated by the end of 1954-55.

In respect of maintenance of Rolling Stock, the utilisation of workshop facilities progressively improved on the Railways since 1950-51. The number of standard unit repairs to Broad Gauge locomotives increased from 1971 in 1951-52 to 2153 in 1952-53. Similar improvement was noticed in repairs to Metre Gauge locomotives and Broad and Metre Gauge carriages and wagons.

I would like to inform the Hon'ble Members that the Railway Board have issued instructions early this year to extend the use of Khadi on Railways. Railways have been asked to purchase their requirements of certain articles like bedsheets, table-covers, dusters, hand-towels and durries in khadi only and, in order to ensure purchase of genuine khadi, supplies are being obtained through the All India Khadi and Village Industries Board. Railways have readily adopted the use of khadi where it has been found not unsuitable.

With a view to affording equal opportunities to the residents of the various Regions served by the Indian Railways and to accelerate the process of recruitment of Class III staff, two more Railway Service Commissions have been set up—one with headquarters at Allahabad and the other at Madras. The Allahabad Commission has taken over recruitment for the Northern Railway and the ex-O.T. portion of the North Eastern Railway. The new Commission at Madras has taken over recruitment for the Southern Railway, the Integral Coach Factory and the

Secunderabad Division of the Central Railway.

In presenting the Railway budget last year, I had indicated my intention to set up a Committee of Members of Parliament for conducting an enquiry into the prevalence of corruption on the Railways. This Committee was appointed in September 1953 with Pandit Hriday Nath Kunzru as Chairman and commenced its work in October. The Committee have issued a questionnaire to various interests to elicit their views and have visited certain places. Meanwhile, Pandit Kunzru has been appointed a member of the States Reorganisation Commission and the Committee had thus to lose his valuable services. I am, however, glad to announce that Acharya J. B. Kripalani has kindly agreed to guide the deliberations of that Committee in his place.

Although for reasons stated earlier, I have not found it possible to offer at present any relief in the matter of freights and fares generally, I would like to inform the House that the following travel concessions are being introduced:—

(i) Circular Tour Tickets for distances of 1,500 miles and over at concessional fares of $\frac{3}{4}$ the public tariff rates for second, inter and third classes.

Shri Syamnandan Sahaya (Muzaffarpur Central): Return tickets?

Shri L. B. Shastri: Yes.

These concession tickets will apply not only to the standard circular tours notified by railways but also to circular tours suggested by parties themselves and approved by railways.

(ii) Round Tour Tickets for Students available for 45 days at the usual concessional rates when they undertake travel in parties of not less than four instead of in parties of not less than ten as at present. The existing concession for educational tours in parties of not less than ten

will also apply to such students travelling in parties of not less than four.

(iii) Students Concessional Monthly Tickets in non-suburban areas, for students proceeding daily from their homes to attend schools or colleges and returning therefrom. These monthly tickets will be issued from stations not more than 30 miles distant from the station of the school or college attended, on payment of 12 single journey fares.

(iv) Concessional Hill Station return tickets at $1\frac{1}{2}$ single journey fares to certain selected hill stations during April to October for second, inter and third classes, available for three months from all stations from which the chargeable distance is 150 miles or more.

(v) Besides the above concessions, the power given to the General Managers to introduce return tickets in their zone, continues to be vested in them and I am sure, wherever practicable, they will introduce them and no separate sanction will be necessary for that.

I shall now refer to certain matters pertaining to the Railway services:

(1) *Merger of Dearness Allowance with pay.*—Hon. Members are aware of the recommendations of the Gadgil Committee and I need hardly go into the details. The Government have accepted these recommendations which will involve an additional expenditure of about Rs. 3 crores per year approximately.

(ii) *Appointment of Ad Hoc Tribunal.*—The negotiating machinery at all levels has functioned well. Many issues including complicated ones have been ironed out successfully. I wish there were more frequent meetings and talks at Divisional or Regional and Zonal levels which would help in resolving many problems in the initial stages.

The House is aware that in case no agreement is arrived at on certain points at the Railway Board's level,

there is provision for reference to an Ad Hoc Tribunal for consideration and recommendation to the Government. Accordingly certain important issues which remained unresolved for some time have been referred to a Tribunal. In July 1953, Government announced its decision to set up an Ad Hoc single member Tribunal consisting of Shri Shankar Saran, a former Judge of Allahabad High Court, and referred to him five specific points. It is hoped that as a result of the deliberations of the Tribunal, the points in dispute would be satisfactorily settled.

(iii) *Seniority of staff of the integrated Railways.*—The question of fixing combined seniority of Class III and IV staff of the regrouped Railways had been under consideration of Government ever since re-grouping was undertaken. After careful consideration of the recommendations made by the Seniority Committee appointed on each of the six Zonal Railways and the views expressed by the National Federation of Indian Railwaymen, certain principles have been formulated for determining the seniority of the staff of the integrated railways. The basic criterion, subject to certain specified exceptions, for determining the relative seniority of staff of integrated Railways will be the length of service in the grade, both officiating as well as permanent. The Railway Administrations have been instructed to frame seniority lists in accordance with the principles formulated and to complete the work as expeditiously as possible.

(iv) *Selection posts.*—At the time of presenting the Budget in the House last year, I mentioned that the question of improving the procedure for making selections and of specifying the level up to which promotions will go solely by seniority, subject to an employee not being declared unsuitable, was engaging the attention of Government. This matter has since been finalised. Under the amended rules which have been communicated to all the Railway Administrations for guidance, there will, in future, be

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only two categories of posts—selection posts and non-selection posts. All posts in the grade of Rs. 200—300 and above will be treated as selection posts. Also certain specific categories which involve supervision and a degree of personal responsibility in the grade of Rs. 150—225 may be included in the list of selection posts. Further, a scale of weightage to be given to various factors like ability, seniority, etc., in making selections, has been prescribed. The question of what further instructions should be issued for the guidance of Selection Boards is under examination.

(v) *Housing*.—One of the urgent needs of the staff is adequacy of residential quarters. In places where staff quarters exist, the Railway Administrations are endeavouring to improve the standards of amenities provided. For example, where electricity is available, staff quarters of all categories will be electrified and where water-borne sewage is available, sanitary type of latrines will be provided. All-weather roads, street lighting and adequate drainage will be provided for. Attention is also being paid to the improvement of the old quarters progressively on a planned basis.

I would like the House to appreciate the efforts that have been made in recent years towards the construction of quarters for staff. In 1952-53, 5,666 quarters were built. By the end of the current financial year 9,710 quarters more will have been constructed and during 1954-55 it is proposed to build 8,722 quarters; of these 6,213 will be in principal cities and 12,219 at wayside stations.

(vi) *Medical facilities*.—The health of the railway staff has continued to receive particular attention of the Government. It has been decided to provide annexes or special additions exclusively for railwaymen suffering from tuberculosis, in certain selected Government and non-Government Tuberculosis Sanatoria in the country. A team of two officers, a Railway

doctor and a Finance officer is carrying out investigations. This team has submitted a special interim report.

Our idea is to have at least one such annexe on each Railway in order to provide treatment, as far as possible, to employees nearer their State where it would be easier for their relatives to look after them. A start has been made to provide one annexe each on the Eastern and Southern Railways, and I hope annexes on other Railways would be selected and fixed up soon.

I have had under consideration for some time the question of improving generally the medical arrangements for Railway staff. A Chief Medical Officer has been investigating whether the Financial and other resources now made available for medical facilities to the staff are being used to the best advantage. Other measures for the improvement of the health services will be considered along with his report.

(vii) *Class II services*.—I had mentioned last year that steps were being taken to grant promotions from Class II to Class I service upto the full quota already in force. The seniority of all Class II officers, who came into the six zonal systems after integration, has since been fixed in accordance with certain principles adopted by the Railway Board, and necessary steps have been taken to expedite the promotions due. Out of 59 promotions due, 13 have already been ordered and 38 have recently been referred to the Union Public Service Commission.

At present Class II officers are considered for promotion to Class I, only if they are not over 50 years old. I have come to the conclusion that this age restriction should be removed and the matter is being referred to the Union Public Service Commission. I have also decided to revise the existing rule regarding the weightage for seniority given to Class II officers on promotion to Class I. In future, the weightage for seniority

would be calculated at half the continuous officiating and permanent service in Class II, subject to a maximum of five years. Past cases will not be re-opened, but the seniority, on promotions now being made and those that will be made in future, will be fixed on this basis.

I may add, in passing that immediately after regrouping, it was decided to restrict permanent promotions to Class II to 50 per cent. of the vacancies then available. This restriction was, however, removed in the middle of 1952 and confirmation in all available vacancies, except a total of six on all Railways together, are possible and have, in fact been made in most cases.

Labour Relations.—We have had another year of very cordial relations between labour and management which augurs well for the future. The formation of one organisation known as the "National Federation of Indian Railwaymen" during the current year by the integration of the two Federations, viz., the All India Railwaymen's Federation and the Indian National Railway Workers' Federation, is a healthy development and I am sure, will prove beneficial. The passing away in tragic circumstances of Shri Hariharnath Shastri who worked hard to bring this about and whose selfless work in the cause of labour is well known, has been a great loss which we all mourn.

May I say a word here about the obligations of Railwaymen towards the users of the Railways? There are certain categories of staff who come in closer contact with the public than others in their day to day work and they have to be specially more careful. Last year, I had emphasised the need for railway employees changing their outlook in regard to their behaviour towards the using public. There has been some improvement

but I must say that there is yet much scope for improvement in this direction. They have, in fact, to reorient their outlook in the fast changing context of our present day society. Class distinctions are fading out. Every citizen is becoming conscious of his equal place in the society and the more this consciousness grows the less would he be prepared to put up with any kind of differential treatment. In fact, the entire attitude of the Railwaymen to the common man has to be changed, whether he is a third class passenger or a small shopkeeper who wants to book his parcels or goods.

Before I conclude, I wish to record my appreciation of the assistance and co-operation I have received from the Railway Board, the General Managers of the Railway Administrations and all Railway officers and staff.

Shri B. S. Murthy (Eluru): Workers?

Shri L. B. Shastri: "Staff" includes workers.

The pace of economic development today is dependent on the provision of adequate transport facilities to satisfy the diverse requirements of agriculture, industry and commerce. The role of the railwaymen in meeting this challenge to their capacity and resources is thus of crucial importance. I am confident they will rise equal to the task set before them.

Permit me, Sir, to thank you and the House for the patient hearing you have given me and also for the support and encouragement I have always received in ample measure from this House and from the members of the public outside.

The House then adjourned till Two o'clock on Monday, the 22nd February, 1954.